This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.

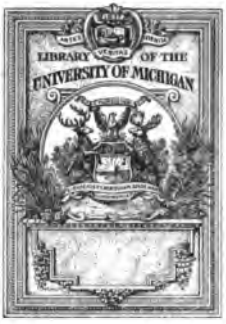
+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.

+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.

+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`



FROM THE LIBRARY OF
Professor Karl Heinrich Rau
OF THE UNIVERSITY OF HEIDELBERG
PRESENTED TO THE
UNIVERSITY OF MICHIGAN
BY
Mr. Philo Parsons
OF DETROIT
1871

HE
2771
.I3
A18

FERGUS' HISTORICAL SERIES, No. 23.

EARLY ILLINOIS RAILROADS

A Paper,

READ BEFORE THE

CHICAGO HISTORICAL SOCIETY,

TUESDAY EVENING, FEBRUARY 20, 1883.

BY

WM. K. ACKERMAN,

PRESIDENT OF THE ILLINOIS-CENTRAL RAILROAD.

NOTES BY HON. JOHN WENTWORTH.

ALSO,

AN APPENDIX

WITH THE

BREESE-DOUGLAS CORRESPONDENCE

ON THE INCEPTION AND ORIGIN OF THE ILLINOIS-CENTRAL RAILROAD,

AND THE

ORIGIN OF NAMES OF STATIONS ON THE ILLINOIS-CENTRAL RAILROAD.

CHICAGO:

FERGUS PRINTING COMPANY,

ILLINOIS STREET.

1884.

Entered according to Act of Congress, in the year 1884, by
FERGUS PRINTING COMPANY,
In the office of the Librarian of Congress, at Washington.

EARLY ILLINOIS RAILROADS.

IT is generally conceded that the first railroad constructed for passenger traffic in England was the Stockton-and-Darlington Line, projected by Edward Pease* and executed by George Stephenson.† It was that Mr. Pease who said: "Let the country but make the railroads and the railroads will make the country." Royal assent was given to build the line April 19, 1821. Its first rail was laid with considerable ceremony at a point near St. John's Well, Stockton, on May 23, 1822, and it was opened for traffic on September 27, 1825. Its length was about fifteen miles.

The first railroad constructed for freight traffic in England, on which steam was used as the means of propulsion, was the Hetton Railway, a short track of eight miles, built from the Hetton Colliery to the docks at Sunderland, on the banks of the River Wear. It was opened on November 18, 1822. Stephenson was the engineer of the line, and he used five locomotives upon it of his own design, which were called by the people of the neighborhood the "iron horses." Here possibly we have the origin of the phrase now become so common.

The Liverpool-and-Manchester Road, thirty-seven miles long, was commenced in 1826, and opened for traffic, September 15, 1830. Its gauge was four feet, eight-and-a-half inches. The surveys for this line were made in the face of strong opposition.

* Edward Pease was a wealthy iron manufacturer.

† George Stephenson was an English railroad engineer, born at Wylam, Northumberland County, England, June 9, 1781, and died at Tapton Park, Derbyshire, England, August 12, 1848.

The surveyors were sometimes driven from their work by a mob, armed with sticks and stones, urged on by the landed proprietors and those interested in the lines of coaches on the highway.

Frances Anne Kemble,* in her "Records of a Life," under date of September, 1830, tells of a ride taken by her on this road, seated alongside of Stephenson, the projector. From these small beginnings grew the present immense and costly railway system of the United Kingdom, an aggregation of 18,000 miles of road, costing $3,750,000,000, or an average of over $200,000 per mile.

Turning to the United States, we learn that in August, 1825, a wooden-rail track, that proved very efficacious, was in operation under the direction of a Mr. Randel, an engineer, for the purpose of removing the excavated earth of the Delaware-and-Chesapeake Canal, below Philadelphia. There was also a wooden railway employed for the purpose of transporting ice from the bank of the river, where the depot was established, to the shipping in the Delaware. This latter enterprise was introduced by Turner Camac, who was largely interested in promoting internal improvements in Pennsylvania.

In 1826, Hon. Stephen Van Renssalear† and others procured from the New-York State legislature a charter for the construction of a railroad from Albany to Schenectady, that was known as the Mohawk-and-Hudson Railroad; and was opened for business in September, 1831. Thurlow Weed‡ was a passenger on the first train that run over this road, on August 9, 1831. It was drawn by the American locomotive De Witt Clinton. This was

* Miss Kemble was born in London, England, 1811. In 1832, she accompanied her father, Charles Kemble, to the United States, and in 1834 married Pierce Butler of Philadelphia, a son of the senator from South Carolina of the same name. She was distinguished as a writer, reader, and actress.

† Stephen Van Renssalear was a prominent man in New York for many years, lieutenant-governor, member of congress, and major-general in the war of 1812, and died at Albany, January 26, 1839.

‡ Thurlow Weed was born at Cairo, Greene Co., New York, November 15, 1797, and died at New-York City, November 22, 1882, having passed his life mainly in conducting a newspaper, and gaining great prominence whilst editing the *Albany Evening Journal.*

undoubtedly the first railroad built in the State of New York. The road built at Quincy, Mass., in 1826, which has often been referred to as the first railroad constructed in the United States, was employed simply to bring out granite from the quarry near that place to the Neponset River, a distance of about three miles, and was worked by horse-power. It was built with granite sleepers, seven-and-a-half feet long, laid eight feet apart; the rails, five feet apart, were of pine, a foot deep, covered with an oak plate, and these with flat bars of iron.

The Mauch-Chunk Road, nine miles in length, was a short spur employed to transport coal from the mines at that place to the River Lehigh, and was built in 1827. This line was operated by gravity, though mules had to be used for returning empty cars to the mines. In 1828, the Delaware-and-Hudson Canal Company built a short line from the coal-mines at Honesdale to the terminus of their canal.

The first locomotive-engine permanently used in this country was employed on this line; it was built by Foster, Rastrick & Co. of Stourbridge, England, and first put in use August 8, 1829, by Horatio Allen, who had himself purchased it in England. It was called the Stourbridge Lion, its front being ornamented with a large and fierce-looking face of a lion.

The charter of the South-Carolina Railroad was granted Dec. 19, 1827; it was the first road built expressly for use of locomotive power. A small portion of the road, connecting Charleston with Columbia, the capital of the State, and having a branch to Augusta, Ga., or rather to Hamburg, on the opposite side of the Savannah River, was partially constructed and in operation as early as February, 1829. It was a short piece of experimental track over which, it is stated, a mule drew without difficulty a car containing forty-seven bales of cotton. After making every reasonable allowance for the average physical strength of that animal, we are constrained to believe that this haul must have been on a down-grade. In June of that year, a plan for active operations was instituted, and in December, the legislature authorized a loan by the State to the company of $100,000.

There was at the time a great prejudice against the scheme, and to save themselves from satire and ridicule, the directors stole quietly out on the night of January 9, 1830, and turned the first sod of what is known as the South-Carolina Railroad. In April, a car propelled by a sail was used. In November, steam-power was introduced. The first locomotive *constructed in America*, under a contract, for actual service on a railroad, was for this line. It was built at the West-Point Foundry in New York in 1830, and was called the Best Friend. There is a story told that when this road was completed to Cheraw, thirteen miles from Charleston, a traveler arrived at the former place and inquired of a negro man working in a field, what distance it was to Charleston, he replied: "Massa, if yer's gwyne a horseback, it's 'bout 'leven miles; if yer's gwyne to walk, it's up mountain all the way; but if yer's gwyne by the railroad, you're thar now." On October 2, 1833, the entire road to Hamburg was completed, and was at that time the longest road in the world. It was the first railroad that carried the United-States mail.

The Lake-Ponchartrain Railroad, from the City of New Orleans to the lake, four-and-a-half miles, was opened April 16, 1831.

By an ordinance passed by the board of aldermen of the City of New York, in January, 1832, permission was given to the Harlem-Railroad Company to lay its tracks from Twenty-third Street through the centre of the Fourth or Broadway Avenue to Harlem River, at a point about three hundred yards above the bridge. On May 4, 1832, an additional privilege of laying a single track from Twenty-third Street down the Bowery to Prince Street was granted. The ceremony of breaking ground for the first railroad in the city was celebrated on February 25, 1832. Cars were run for the first time over a part of the road to Murray's Hill, in June, 1833. The road was completed from Prince to Eighty-fourth Street in the spring of 1834.

On April 24, 1832, the act incorporating the New-York-and-Erie Railway was passed. There was considerable opposition to the construction of railroads in that State, and to this road in particular, coming more particularly from those who looked upon

the railroad as the great enemy of the canal, at that time the pride of the State.

It is claimed that the Baltimore-and-Ohio Railroad Company was the first chartered and fully-organized company in the United States for the construction of an extended line of railway, though it was not originally designed for the use of steam-power. Admitting this, Maryland has the honor of having been the first state in the Union to incorporate a company for the construction of a railroad, and she claims also to have been the first to devote the public resources to the support of the system.

The construction of this line was the result of frequent conferences, held in Baltimore, in the fall of 1826, in relation to the loss that city had sustained in consequence of a large portion of its trade with the West, having been drawn to the cities of Philadelphia and New York by the public works of Pennsylvania and the Erie Canal.

An act of incorporation was granted by the State of Maryland, February 28, 1827, ten months before the South-Carolina road was incorporated, and the company organized on April 24, of that year. It is a singular fact that, although Baltimore was at this early day looking to the West for a sustaining traffic, yet its system was not extended to Chicago until November 16, 1874, nearly fifty years after. The beginning of the work was inaugurated with becoming ceremonies; July 4, 1828, was chosen as the most fitting day, and "Charles Carroll of Carrollton,"* then in his ninetieth year, was selected to begin a work, regarding which he remarked: "I consider this among the most important acts of my life, second only to my signing the Declaration of Independence."

The first division of the road, from Baltimore to Ellicott Mills, fourteen miles, was opened for the transportation of passengers by horse-power on May 24, 1830. The Relay House, eight miles from the city, was, as its name indicates, the point for changing

* Charles Carroll, born at Annapolis, Maryland, September 20, 1737, U. S. senator and last survivor of the signers of the Declaration of Independence, died at Baltimore, Md., November 14, 1832.

horses. Steam-power was introduced on August 30, in the same year. The first locomotive used, an experimental machine, was built by Peter Cooper,* the now venerable philanthropist, who celebrated his ninty-second birthday a few days since. It made its first trip August 28, 1830, and outran a horse-car in a trial of speed. It was the *first built in America*, and the first used in the transportation of passengers on this side of the Atlantic. It did not weigh over a ton, and was appropriately named the Tom Thumb.† In many of the communications which appeared in the columns of the Baltimore papers in 1831, for and against the extension of the road through the city to tide-water, an effort was made to excite the prejudices of the draymen, on the ground that it would ruin their business and deprive them of the means of livelihood. During the early days of construction, the enterprise met with very bitter opposition from the Chesapeake-and-Ohio Canal Company, and the old battle between rail and water transportation still rages as fiercely as ever.

In advertising for proposals for locomotives in January, 1831, the notice specified that the engines were to be of sufficient power to haul fifteen tons; and that the engine itself should not weigh

* Peter Cooper, the owner and builder of Cooper Institute, was born in New-York City, February 12, 1791, and died there, April 4, 1883.

† It was simply designed to prove the feasibility of the locomotive, and after running a short time between Baltimore and Ellicott Station it was taken off the road. The locomotive was a small affair, weighing about a ton, with wheels not two feet in diameter, and 3½-inch cylinders. The upright boiler was of the size of those now to be found in kitchens. A blower was provided to increase the draught. At first the locomotive was fitted with a contrivance by which the wheels were turned by the rectilinear motion of the piston-rod instead of by a crank, and by which an increase of power in the proportion of 8 to 5 was gained over the crank. It broke twice during the locomotive's trial trip, and Mr. Cooper was obliged to substitute the ordinary crank. When the public experiment was made this locomotive drew a car containing thirty-six persons, including ex-Mayor John H. B. Latrobe of Baltimore, besides carrying six persons and its fuel and water. Mr. Cooper acted as engineer. The thirteen miles were made against an average ascending grade of eighteen feet to the mile and around many turns in one hour and twelve minutes, and the return trip was made in fifty-seven minutes.

more than 3½ tons; and of those offered only one was found capable of hauling the specified weight. This was built at York, Pa., by Davis & Gartner, and was called the York. It made a trip from Baltimore to Ellicott Mills, fourteen miles, in one hour. A year later, they had put on the road a second engine of greater weight and power called the Atlantic.

To the Baltimore-and-Ohio Company belongs the credit of solving many of the problems which presented themselves first in connection with the great system of travel and inland transportation.*

In the preface of a little work recently published, an old story is revived of a punctiliously polite Greek who, while performing the funeral services over the remains of an infant daughter, felt bound to make his excuses to the spectators for "bringing out such a ridiculously small corpse to so large a crowd;" and in looking over the very early records of railroad-building in the State of Illinois one finds comparatively so little of real interest to note as to require almost an apology for presenting it. Here and there was heard a faint cry for a railroad, followed in some instances by a feeble attempt at construction.

On January 28, 1831, an act was passed by the general assembly of this State for the survey of a route for a canal *or railroad* in St. Clair County; this is the first reference made to the subject of railroads on the statute books of the State. Commissioners were appointed to examine and survey the American Bottom in St. Clair County from the bluffs to the Mississippi River opposite St. Louis, in order to ascertain the practicability and probable expense of constructing a canal or railroad, and make report thereof to the next legislature.

At the same session, by an act, approved February 15, 1831, to amend an act to provide for the construction of the Illinois-and-Michigan Canal, it was made the duty of the superintending commissioner to cause the engineer employed by him to ascertain, as early in the spring as the weather will permit, whether

* "History of the Baltimore-and-Ohio Railroad Company by a citizen of Baltimore," published in 1853.

the Calamic will be a sufficient feeder for the part of the canal between the Chicago and Desplaines Rivers, or whether the construction of a *railroad* is not preferable or will be of more public utility than a canal.

And if the commissioners shall be satisfied of the sufficiency of said river, and that a canal will be of more public utility than a railroad, it shall be their duty to commence the excavations without delay. This is the second reference to the subject of railways.*

* James M. Bucklin, in a letter published in the *Railway Age* of February 21, 1878, says:

"The first road projected and located by the legislature of Illinois was the Illinois-and-Michigan Railroad, extending from the City of Chicago to the navigable waters of the Illinois River, which was designed by the legislature as a substitute for the Illinois-and-Michigan Canal in consequence of a deficiency of water on the Summit level, and of the enormous cost of a through-cut to draw a supply of water from Lake Michigan, which was reported by me as the result of my first examination of the route in 1830, a season of extreme drought.

"Thereupon the legislature memorialized congress to change the character of the improvement, without forfeiting the endowments of land to aid in the construction of a canal. Upon this being granted, the legislature required the canal commissioners to examine into the practicability of constructing a railroad in lieu of the canal.

"Accordingly, in compliance with an order of the canal commissioners, I proceeded to Chicago in the spring of 1831, and, after completing the survey and location of the canal, selected the junction of the north and south forks of the Chicago River, then called Wolf Point, as the point of departure for the Illinois-and-Michigan Railroad.

"From this point a straight line, thirteen miles in length, was run to the rapids of the Desplaines River, called Laughton's Ford, the name of an Indian trader who lived there and made use of the water-power to run a small mill. Crossing the Desplaines at the ford, the line was then continued down the right bank of the river to the Illinois River, below the mouth of the Kankakee, forming a junction with the line of canal previously located. No heavy work was required on the whole route; the profiles exhibited only a continuous light fill, with a maximum graduation of twenty feet to the mile, the minimum curvature, 2000 feet.

"Before reporting to the canal commissioners on the subject of the Illinois-and-Michigan Railroad, I took all the maps, profiles, and computations to Baltimore, for the purpose of consulting a friend whom I thought capable of

The legislature, at its session begun and held in Vandalia, Dec. 3, 1832, incorporated the Springfield-and-Alton Turnpike-Road Company, for the purpose of constructing a turnpike-road from Springfield to a point on the Mississippi River in St. Clair County, opposite St. Louis, "to transport, take, and carry property and persons upon the same by the power and force of steam, of animals, or of any mechanical or other power, or of any combination of them which the said corporation may choose to employ."

giving good advice on a branch of engineering with which I was not familiar. This was Mr. Jonathan Knight, chief-engineer of the Baltimore-and-Ohio Railroad. I found him and Mr. B. Latrobe at Washington, having just completed the location of the Washington branch of that road. They examined with some interest the profiles of a road 110 miles long with a maximum grade of twenty feet per mile, almost coincident with the surface, the long, straight lines and large curvatures, especially when contrasted with the profile of the Washington branch, its fifty-foot grades and fifty-foot cuts and fills, containing ten times the quantities required for the graduation of the whole route of the Illinois-and-Michigan Railroad, which was yet quite equal to the branch in operative power and business capacity, although nearly three times as long.

"Mr. Knight advised 'the construction of ten miles of double track at each terminus; that the bridges and culverts should be double tracks; to ballast the road well; to makes the curves as large as possible; and to recommend the use of T rail, eighty pounds to the yard in weight.'

"But notwithstanding that, in my report to the canal commissioners I demonstrated, as I supposed, that to construct a canal and make it a reliable work would cost over $100,000 per mile, and that the cost of a railroad would not exceed $25,000 per mile; that its construction would require but a short time comparatively; that it would greatly facilitate the construction and diminish the cost of the canal; and that the land-grant, if reserved, would in all probability ultimately pay for both the railroad and the canal. Nothing could be urged by the friends of the measure of sufficient force to overcome the popular prejudice then existing in favor of transportation by water. If that had been possible, the Illinois-and-Michigan Railroad would have been in full operation before work was fairly commenced on the canal, and continued down the valleys of the Illinois and Mississippi Rivers to Alton, the object of those who advocated a railroad, with the view of making it one of the most powerful, most efficient, and economical freight lines in the United States—the grades not to exceed twenty feet per mile.

"If this project had been consummated, Chicago long since would have been in effect almost as near the Gulf of Mexico as St. Louis now is."

Four commissioners were appointed, and it was made their duty to be in the cities of New York, Philadelphia, Baltimore, and St. Louis, to open books to receive subscriptions to the capital stock of said corporation, "and to do such other things as in their opinion is best calculated to get said stock taken up." Imagine, if you can, what a sensation these commissioners must have created in these financial centers. Who can tell, at this late day, what measures were resorted "to get said stock taken up?"

But the subject is a delicate one, and we forbear to pursue it. This corporation was given power to regulate the time and manner in which goods and passengers should be transported, and as to the collection of tolls, limited to a net result of twelve per cent on the capital stock.

In lieu of a turnpike, the directors might build a single or double railroad, and they were to have ten years within which to compete it.

A similar act was approved March 2, 1833, incorporating the Rushville-and-Beardstown Turnpike-Road Company.

At the session of 1834, a charter was granted to the Chicago-and-Vincennes Railroad Company, but the work was not commenced for many years afterward.

Governor Duncan, in his message to the house of representatives in 1834, referring to the work of internal improvement generally, says: "Of the different plans proposed, I find that the board of canal commissioners and my worthy predecessors have recommended a railroad, in which I regret that I am compelled to differ with them in opinion. In my judgment, experience has shown canals to be much more useful and generally cheaper of construction than railroads; they require less expensive repairs, and are continually improving, and will last forever; while railroads are kept in repair at a very heavy expense, and will last but about fifteen years."

But judging from the language of his next regular message to the house, in 1835, we may reasonably conclude that his views had materially changed, for, in his message to the legislature, at the special session begun December 7, 1835, he says: "When

we look abroad and see the extensive lines of intercommunication penetrating almost every section of our sister states, when we see the canal-boat and the locomotive bearing, with seeming triumph, the rich productions of the interior to the rivers, lakes, and ocean, almost annihilating time, burden, and space, what patriot bosom does not beat high with a laudable ambition to give to Illinois her full share of those advantages which are adorning her sister states, and which a munificent Providence seems to invite by the wonderful adaptation of our whole country to such improvements."

Numerous charters were granted at this session, but there does not seem to have been many patriot bosoms willing to beat high enough to carry out the enterprises.

It is interesting to note that even up to this period, 1835, public opinion seems to have been about equally divided in favor of the canal and the railroad system. On January 17, 1835, during a debate in the senate on the propriety of incorporating a company to build a railroad from Logansport, Ind., to Quincy, Ill., Hon. Wm. J. Gatewood,* a member of the senate, said: "I am opposed to the railroad because I am convinced that its construction will operate to the disadvantage of the Michigan Canal."

In an editorial, published in the *Sangamo Journal*,† Feb. 21, 1835, the editor says: "While we fully acknowledge the great importance of the proposed railroad from Alton to Springfield to this section of the State, we do not hesitate to say that as a work of general importance it can bear no comparison to the Michigan-and-Illinois Canal."

Gov. John Reynolds,‡ in that charming contribution to the

* William J. Gatewood was a member of the Illinois house of representatives in 1830–2 from Shawneetown, Gallatin Co., and senator from 1834 to 1842.

† *The Sangamo Journal* of 1835, edited for many years by the late Simeon Francis, is still published under the name of *The Springfield Journal.*

‡ John Reynolds, born in Montgomery Co., Pennsylvania, February 26, 1788, besides being governor, was for several years a member of congress, and died at Belleville, Ill., May 8, 1865. His celebrated work entitled "My Own Times," has been recently republished by the Fergus Printing Co., Chicago, and are also reprinting his "Pioneer History of Illinois."

literature of the State, entitled, "My Own Times," claims that he originated the first piece of railroad actually constructed in the Mississippi Valley; and this is his account of it:

"Being left out of Congress in 1836, I was overflowing with energy and vigor, so that I could not remain quiet and idle. I had a large tract of land located on the Mississippi Bluff, six miles from St. Louis, which contained in it inexhaustible quantities of bituminous coal. This coal-mine was the nearest St. Louis of any other on this side of the Mississippi River. I had also most of the land on which a railroad might be constructed to convey the coal on to the market. Under these circumstances, a few others with myself decided to construct a railroad from the bluff to the Mississippi, opposite St. Louis. This road was about six miles long, and although short, the engineer made an erroneous calculation of the cost, making the estimate less than one-half the real cost. We all embarked in this enterprise when we knew very little about the construction of a railroad or the capacity of the market for the use of coal. In fact, the company had nothing but an excessive amount of energy and vigor, together with some wealth and some standing, with which to construct the road, and we accomplished it.

"We were forced to bridge a lake over 2000 feet across, and we drove down piles more than eighty feet into the mud and water of the lake on which to erect the bridge. We put three piles on the top of one another and fastened the ends together. We battered the piles down with a metal battering-ram of 1400 pounds weight.

"The members of the company themselves hired the hands—at times a hundred a day—and overlooked the work.

"They built shanties to board the hands in, and procured provisions and lodgings for them. They graded the track, cut and hauled the timber, piled the lake, built the road, and had it running in one season, of the year 1837. This work was performed in opposition to much clamor against it, that it would not succeed, and that we would break at it, and such predictions.

"We had not the means or the time in one year to procure the

iron for the rails or a locomotive, so we were compelled to work the road without iron, and with horse-power.

"We did so, and delivered much coal at the river. It is strange how it was possible we could construct this road under the circumstances. It was the first railroad built in the Mississippi Valley, and such an improvement was new to every one as well as our company.

"In the spring of 1838, I offered for Congress, and we considered it best to sell out, as I could not attend to the road with the rest of the company. We sold and took no mortgage on the property. We lost by the sale twelve or thirteen thousand dollars. We sold for less by twenty thousand dollars than it cost us. I lost in the enterprise fifteen or eighteen thousand dollars. The members of the company, and I one of them, lived out on the premises of the road day and night while the work was progressing; and I assert that it was the greatest work or enterprise ever performed in Illinois, under the circumstances. But it well-nigh broke us all."

This road was known as the Coal-Mine Bluff Railroad, and was constructed from some point near Illinoistown, now known as East St. Louis. It was built with a wooden rail, and operated by horse-power.

It was not regularly chartered until February 26, 1841, when it was incorporated as the St. Clair-Railroad Company, and the company was authorized to finish the railroad from the bluffs in St. Clair County to the Mississippi River, opposite St. Louis, and also to build a few short spurs. On February 10, 1859, its name was changed to that of Pittsburg Railroad-and-Coal Company. On Feb. 16, 1865, the title of the company was again changed to that of Illinois-and-St. Louis Railroad, which it now holds. It extends from Belleville to East St. Louis, a distance of fifteen miles, and has three miles of branch roads.

Governor Reynolds gives Judge Sidney Breese the credit of having first brought the plan of a central road, to notice by a newspaper publication, to which we will hereafter refer, although

he claims that Lieut.-Gov. Alexander M. Jenkins,* in the senate of 1832, proposed a survey for a central road from Cairo to Peru. This brings us to speak of that letter which Senator Stephen A. Douglas, in after-years, in his correspondence with Judge Breese, referred to in not very complimentary terms. The letter itself is so characteristic of the writer, and bears so directly upon our subject that we venture to quote it in full. It first appeared in the *Illinois Advocate*, published, we believe, in Lebanon, and is as follows:

"VANDALIA, October 16, 1835.

"JOHN Y. SAWYER, Esq.,†

"*Dear Sir:*—Having some leisure from the labors of my circuit, I am induced to devote a portion of it in giving to the public a plan, the outline of which was suggested to me by an intelligent friend in Bond County a few days since (Mr. Waite ‡ of Greenville), by which the North may get their long-wished-for canal, and the southern and interior counties a channel of communication quite as essential to their prosperity.

"In doing so, I have not stopped to inquire if my motives may not be assailed, and myself subjected to unkind remarks, believing, as I do, that the subject is of so much importance as to throw all personal considerations into the shade.

"The plan then is this: At the junction of the canal with the Illinois River let a railroad be constructed, to extend to the confluence of the Ohio and Mississippi, following, as near as may be, the third principal meridian, and let the credit of the State be pledged for the funds necessary to complete both works. This would be doing equal and impartial justice to three of the most

* Alexander M. Jenkins was speaker of the house of representatives from Jackson Co., in 1832, and elected lieutenant-governor in 1834, with Gov. Joseph Duncan.

† John York Sawyer was elected judge of the first judicial circuit at the legislative session of 1824–5. He resided at Edwardsville, and died prior to 1847.

‡ William Smith Waite was born in Portland, Maine, March 5, 1789, and died at Greenville, Bond Co., July 17, 1865. He was one of the earliest and most ardent advocates of railroads in Illinois.—See "History of Bond Co."

prominent portions of our State, and would create a unity of effort and concert of action that would overcome every obstacle. The general government also would grant some of the unappropriated land on the contemplated road throughout its whole extent in aid of the undertaking, and that it can be accomplished with the means we can raise there can be no manner of doubt. When made, its benefits will be incalculable. It will make the southern and interior counties, cause them to settle, raise the value of their lands (which are intrinsically as good as any), and furnish the means of transportation for their products either to a Northern or Southern market, of which they are now destitute.

"It is a stupendous project, but one so easy of accomplishment, so just, so equal, and so well calculated to revive the drooping energies of the South and of the interior, that no doubt can be entertained, if our effort is made at the approaching session of the legislature, but that the canal and the road will be under contract in less than six months after the loan is authorized.

"No sectional objections can operate successfully against the project, nor will the people complain of a loan the benefits of which are to be so general and so important. Posterity will have no cause of complaint if we do leave them a debt to pay, when at the same time we leave them the most ample means for discharging it. These things have not been regarded in the proper light. No objection should ever be made to incurring such debts when the fund is left out of which to pay them. As well might the heir object to taking his estate of half a million because encumbered by a mortgage of two hundred thousand dollars. By a united, zealous effort at the next session, an artificial artery through the heart of our State, the fairest and richest in the Union, can be made, which will not be surpassed by the stupendous achievements of a similar kind in the other and older states.

"To avoid jealousies and heart-burnings, let the expenditures on both works commence at the same time, and be prosecuted with equal energy, and when this main artery is finished, it will not be long before smaller ones, branching off to the Wabash and Upper

Mississippi, will be constructed. Then Illinois will rival any other State of our vast confederacy, not excepting even that which is so proudly, yet so justly styled the Empire State.

"To ascertain the interests that can be brought to bear in its favor, take a map of the State and trace upon it the proposed route, and notice the many important and flourishing counties and towns it will pass through and which it will benefit.

"Assuming Utica or Ottawa as the point at which the canal will terminate, the mouth of the Ohio bears from it some few miles west. To reach it, the road would pass through LaSalle, McLean, Macon, a part of Shelby, Fayette, a part of Bond, Clinton, Washington, Perry, Jackson, Union, and terminate as above in Alexander County. Pursuing nearly a direct line, it would pass through Bloomington, Decatur, and Vandalia, where it would intersect the National Road, Carlyle, New Nashville, Pinckneyville, Brownsville, Jonesboro, all seats of justice of the counties in which they are situated. Along the whole route, especially on the southern portion of it, abundant materials of the best kind can be had to construct the work. The distance from one extreme to the other, on a straight line, is only 300 miles, and the necessary deviations from that course will not make it more than 350 miles.

"Three-fourths of it, that is to say, from Utica or Ottawa to Pinckneyville, in Perry County, the surface of the country, so far as you can determine by the eye, is level or undulating; the remainder is hilly, but by no means mountainous.

"Taking the estimated cost of the Alton-and-Springfield Road as data, which is on an average fraction over $7000 per mile, the cost of this will not exceed $2,500,000, a sum insignificant indeed, when we consider the immense benefits to ourselves and to posterity that must flow from its expenditure for such an object.

"Allowing fifteen miles an hour as the maximum of speed upon it, a locomotive with its train of cars can kindle its fire at Ottawa in the morning and on the next rekindle it at the junction of the Ohio. From this point an uninterrupted communication exists at all seasons with every part of the world, and when the canal

and the lakes of the North are locked up by ice the markets of the South can be reached with certainty and speed by the railway and the Mississippi.

"Let then the South, the interior, and the North unite—let the project be submitted at the coming session, let the loan be authorized, and let us all enter upon it with that determined spirit which should characterize all great undertakings and success is certain. They who shall be instrumental in its commencement and completion will have erected for themselves a monument more durable than marble, and throughout all future time will receive, as they well deserve, the grateful thanks of a generous people.

"I hope some gentleman may feel sufficient interest in this matter to consider it maturely and give the result of their deliberations to the public through the newspapers. It is a great, magnificent, and feasible project. It can—it will be accomplished.

"I am, sir, very respectfully, your obedient servant,

"SIDNEY BREESE."

The editor of the *Sangamo Journal* was pledged to the support of the canal and also to the Wabash-and-Mississippi Railroad scheme.

In his editorial, published in his issue of Oct. 31, 1835, commenting upon Judge Breese's letter, he says: "The Illinois Canal and the Wabash-and-Mississippi Railroad are both works of vast importance. The humblest means which we possess shall be employed in their behalf on all suitable occasions." But in the same article he can not refrain from giving the judge great credit for the very able suggestion contained in his letter, and also adds in the true spirit of the times: "We rejoice to witness the spirit of internal improvement now manifesting itself in every part of Illinois."

The effect of this letter is shown in the subsequent action of the legislature, held in Vandalia, commencing December, 1836.

On October 19, in the same year, a meeting of the citizens of Shelby County was convened at the court-house, and Judge Breese was requested to give his views of the contemplated project to

the meeting, which he did, addressing them at some length on the subject. The meeting adjourned until the following day, when Judge Breese again spoke in support of a resolution, which passed unanimously, recommending to the citizens of Shelby County to hold meetings for the purpose of urging upon their representatives to support a law having for its object the loaning of money to construct a railroad, as suggested in Judge Breese's letter.

The committee appointed at this meeting was to confer with similar committees appointed in other counties through which the line was to be constructed.

In a letter to Senator Stephen A. Douglas,* dated, Springfield, January 25, 1851, while the charter of the present Illinois-Central line was under discussion, Judge Breese says:

"I claim to have projected the great road in my letter of 1835, and in the judgment of impartial and disinterested men that claim will be allowed. I have said and written more in favor of it than any other; it has been the highest object of my ambition to accomplish it, and when my last resting-place shall be marked by the cold marble, which gratitude or affection may erect, I desire no other inscription than this:

"He who sleeps beneath it projected the [Illinois]-Central Railroad."

About the same time the legislature met at Vandalia, in 1836, say Davidson and Stuve, in their "History of Illinois,"† "there was also held in that city a convention composed of some of the ablest men in the State, who favored a general system of internal

* Stephen Arnold Douglas, whilst a judge of the supreme court, was elected in 1843 to the house of representatives from Quincy, Ill., at the same time with John Wentworth, from the Chicago district. After serving two terms, he was elected to succeed James Semple in the U. S. senate and continued a member of that body until his death, at the Tremont House, Chicago, June 3, 1861. Judge Breese entered the senate at the same time that Judge Douglas entered the house.

† "A Complete History of Illinois from 1673 to 1873. By Alexander Davidson and Bernard Stuve. Springfield, Illinois, 1874."

improvements, and their object in meeting at that time and place was to exert an influence upon the members of the legislature to compel them to support and further all proceedings that would serve to aid and carry out their cherished scheme; they had but one object in view, and that was to be carried out regardless of consequences; they indulged in the wildest fancies, and fell into the strangest vagaries; they would not listen to reason or allow any one to suggest doubts as to complete success of their entire scheme; to their minds the State was fully equal to all they might suggest, and abundantly able in resource to carry them to a successful termination."

Gov. Joseph Duncan,* in his message to the legislature that session, seems to have been not a whit behind the members of the convention. He again earnestly recommends that the work of internal improvement proceed until, as he expresses it, "the whole country shall be intersected by canals and railroads, and our beautiful prairies enlivened by thousands of steam-engines drawing after them lengthened trains freighted with the abundant productions of our fertile soil."

The scheme was warmly seconded by the press, and the people joined their voices in resolutions at public meetings held all over the State.

On January 18, 1836, the Legislature of the State of Illinois passed an act incorporating an "Illinois-Central Railroad Company." The act named fifty-eight incorporators, and included among these is the name of Sidney Breese, afterward chief-justice of the supreme court of our State, and who at a later period performed a conspicuous part in obtaining the charter of the present Illinois-Central Company.

In the charter of 1836, authority was given to build a railroad from near the mouth of the Ohio to the Illinois River, near the

* Joseph Duncan, governor from 1834–8, member of congress from 1827–35, a soldier of the war of 1812, died at Jacksonville, Ill., January 15, 1844. He served as lieutenant under Col. George Croghan in the defence of Fort Stephenson at Lower Sandusky, Ohio, August 2, 1813, and was voted a sword by congress in honor of his services.

termination of the Illinois-and-Michigan Canal. A rail communication between the lakes and the Gulf of Mexico was the primary object sought.

The directors were authorized to fix the rates for tolls, but it was provided that if these produced a net income of over twelve per cent the legislature could reduce them so that not more than twelve per cent on the cost should be realized from the operation of the line.

As money was worth, at that time, and for many years after, from eighteen to twenty-four per cent on ordinary farm mortgages, it will be readily perceived that the legislature was not dealing out its favors, even at this period, with a very lavish hand.

The act further provided that no other railroad was to be authorized to be built within ten miles of this central road within fifty years.

Some such provision as this in subsequent legislation would doubtless have served to check the reckless spirit which has in some instances characterized railroad-building in this State during the past ten years.

Suffice it to say that the incorporators of this magnificent enterprise, on paper, few of whom probably had any clear comprehension of what they were undertaking, signally failed in their efforts to construct this line, and what little money was invested in it never returned to the pockets of the shareholders.

On February 27, 1837, the internal-improvement act was passed, under which the State of Illinois undertook to build about one thousand three hundred and forty miles of railroad, improve every navigable stream in the State, and, as a healing balm to those who felt no particular interest in the building of railroads or improvement of rivers, two hundred thousand dollars was appropriated "for the improvement of roads and bridges in counties through which no railroad or canal passed."

Section twenty-five of the act provided that the construction of the railroads should be commenced simultaneously at each end—at important trading-towns, and at their intersections with navigable streams, to be thence built in both directions. This

was owing to a jealous fear on the part of those living at different points along the proposed route, that one section might gain some advantage over the other.

Under this act a board of fund commissioners was appointed, consisting of three members, who were to be "practical and experienced financiers."

Provision was made in the forty-second section of the bill "for putting up conspicuously, and maintaining across each turnpike-road and highway, boards on which there was to be painted in capital letters of at least nine inches in length:

"Railroad Crossing—Look out for the engine while the bell rings!"

Alas, they looked but saw nothing!

The act authorized the expenditure of over ten million dollars, equivalent to an appropriation of two hundred million dollars on the basis of the present population of the State, for the payment of which the faith of the State was "irrevocably pledged."

Henry Brown, in his "History of Illinois," * says: "The State of Illinois was then in debt, its revenue was insufficient to defray the ordinary expenses of government.

"The school-fund had been borrowed by the legislature and expended, and the idea of taxation to pay interest or principal, it is believed, was scarcely thought of. Had taxation then, or at any other time, been suggested, the bill would unquestionably have been lost.

"The thought, however, of taxation either never occurred, or its necessity, at least in imagination, was removed so far distant that it caused no terror."

Under this act only one railroad, that projected from Meredosia, on the Illinois River, to Springfield, and known as the Northern-Cross Road, was actually completed. Under a special provision in the bill, work was commenced on it first, the surveys having

* "The History of Illinois, from its First Discovery and Settlement to the Present Time," 1844. Henry Brown was born at Hebron, Tolland County, Conn., May 13, 1789, and died at Chicago, May 16, 1849.

been started on May 11, 1837. The first rail was laid on May 9, 1838, and on November 8 of that year, the first locomotive used in the State, that had arrived at Meredosia in September, was placed on the track. It was called the Rogers, having been built by Rogers, Ketchum & Grosvenor of Patterson, N. J.

The road was completed to Jacksonville by January 1, 1840.

The second locomotive brought to the State was for the same road. It was built by Matthias W. Baldwin * of Philadelphia, and was called the Illinois.

This was the first locomotive to reach a point near Springfield, arriving there on Feb. 15, 1842, after the line had been extended nearly up to that city. The *Springfield Journal* of March 18, 1842, stated that "the cars ran from Jacksonville, thirty-three and a-half miles, in two hours and eight minutes, including stoppages. It is believed that the distance can be passed over in an hour and a-half. Trips continue to be made three times per week."

The road was constructed by spiking flat strips of iron upon long timbers, which were laid lengthwise the tracks, and which were kept from spreading by cross-pieces inserted every five or six feet. In a short time, the road and engines needed repairing, and the engines were taken off, and mule teams used for some years in their place.

The twenty-four miles of road, extending from Meredosia to Jacksonville, cost the State over four hundred thousand dollars, and was the only piece of road built by the State that was ever operated by it.

The entire line from Meredosia to Springfield, fifty-eight miles in all, was finally completed May 13, 1842, at a cost of nearly one million dollars. Its whole income was insufficient to keep it in repair, and its operation was abandoned by the State.

The road was sold in 1847, by authority of an act of the legislature, and realized twenty-one thousand and one hundred dollars

* Matthias W. Baldwin, born at Elizabethtown, New Jersey, December 10, 1795, was a pioneer locomotive-engine builder at Philadelphia, where he died December 7, 1866.

in State indebtedness. The purchasers were Nicholas H. Ridgely* and Col. Thomas Mather,† who shortly afterward transferred it to parties in New York, who, under an organization known as the Sangamon-and-Morgan Railroad Company, reconstructed the line, and opened it for business in 1849.

It was afterward called the Great-Western Railway Company of 1859, to distinguish it from the numerous Great-Western companies that had been organized in the State, and it now forms part of the Wabash,-St. Louis,-and-Pacific Railway.

Some other roads authorized under this act were commenced, and partly finished. This whole work of State railroads was finally abandoned, leaving the State with a debt on this account of over six million dollars.

Among the appropriations contained in the act of 1837, for building railroads, was one for three million, five hundred thousand dollars for the Central Railroad, Cairo to Galena, four hundred and fifty-seven and a-half miles. It was to run from the mouth of the Ohio River to the Illinois-and-Michigan Canal, with a branch to Galena, which point was, by a later and special act, fixed as the northern terminus; described in the act as "on the west side of Fever River, in the town of Galena." The internal-improvement reports for 1838–9, show what a record the State made in the construction of this road—what kind of materials were used; what kind of men attempted the management of the work—and the peculiar views they entertained in reference to the general question of railroad-construction.

Murray McConnell,‡ commissioner, in his report to Messrs.

* Nicholas H. Ridgely, cashier of the old Illinois State Bank, now resides at Springfield, and is president of the Ridgely National Bank; and his son, Charles Ridgely, is president of an iron company, director of the Wabash Railroad Company, and president of Ellsworth Coal Company.

† Thomas Mather was elected senator from the district composed of the counties of Perry and Randolph, in 1834, and resigned to become president of the old State Bank of Illinois at Springfield. He died March 28, 1853.

‡ Mr. McConnell was a representative from Jacksonville in the legislature of 1832–4, and also senator from 1864–8. He died at Jacksonville, February 9, 1869, in his 71st year.

Thomas Mather, Moses M. Rawlings,* and Charles Oakley,† fund commissioners, August 11, 1837, says:

"The kind of iron wanted is of the width and thickness that requires twenty-two tons to the mile, including plates, bolts," etc. * * * "If you should believe that iron will decline in price so that the same may be bought next year for less than at present you may contract for the delivery of thirty miles, say six hundred and sixty tons or thereabouts, as we may not want to use more than that quantity in this district through the next season. * * * "You will also contract for the building of one locomotive of the most improved plan, and a suitable number of passenger and burthen cars, to be shipped *via* New Orleans to the house of McConnell, Ormsbee & Co., Naples, Ill."

The commissioners' report to Gov. Thomas Carlin,‡ of December 26, 1838, gives the estimated cost of this four hundred and fifty-seven miles of road, which covers only a portion of the present line of the Illinois Central, to be three million eight hundred and nine thousand one hundred and forty-five dollars, an average cost per mile of eight thousand three hundred and twenty-six dollars. The commissioners, in their report to the governor, say:

"In making these estimates the board has included all the expenditures for superintendence, engineering, and all other incidental expenses. Easy grades have in general been adopted, and in all cases calculations have been made for the most useful and durable structures; and the board has no doubt but that the works may be constructed upon the most approved plans at the cost estimated upon each work. It is believed that in every instance the lines may be improved, locations changed, and improvements made in the construction that may lessen the cost far below these prices."

* Mr. Rawlings resided at Shawneetown, but afterward removed to Louisville, Kentucky, where he died. F. M. Rawlings, who represented Alexander County in the legislature of 1854–6, was his son.

† Mr. Oakley died at Tremont, Tazewell County, January 1, 1849.

‡ Thomas Carlin was senator from Carrollton, Green County, eight years from 1826; and was governor from 1838–43. He was born in Kentucky in 1790, removed to Illinois in 1813, and died February 4, 1852.

The same piece of road has cost, properly built and equipped as it stands today, twenty-three millions nine hundred and fifty thousand four hundred and fifty-six dollars, or an average of fifty-two thousand four hundred and eight dollars per mile!

The commissioner continues: "If slight defects have been found in the law organizing the system, or if errors shall have been committed in carrying it into execution, it is what might reasonably have been expected in a system so extended. * *

"In locating one thousand three hundred miles of road, and performing other duties equally difficult, it could not well be otherwise than that errors of judgment should occur, and that we should be brought into contact with private interests and become the unwilling, though necessary and unavoidable, cause of disappointment to some, and the prostration of splendid but visionary schemes of speculation in others. * * *

"The iron received is a good article of the kind, except the spikes were not of the proper kind, and were made of very bad iron, and consequently of little value to the contractors. The locomotive received is of the first order, but is heavier than is necessary for the light grades upon the Northern-Cross Railroad, but notwithstanding its weight, it is in successful operation without doing the least injury to the road or at all deranging its structures."

We refer now to the report of Truman B. Ransom,* engineer in

* Truman B. Ransom, born in Vermont, was a professor at Norwich, Vt., University, when appointed engineer in Illinois. After the failure of the internal-improvement system, he returned to Norwich and became president of the University. Upon the breaking out of the Mexican war, he became colonel, and was killed at the head of his regiment in storming Chapultepec, September 13, 1847. He was the father of Gen. Thomas Edward Greenfield Ransom, who was wounded and died in the war of the Rebellion. Col. T. B. Ransom drilled the Dartmouth-College Phalanx when John Wentworth was a student there and James Frederick Joy was his tutor. At the breaking out of the Mexican war, Professor Ransom came to Washington and renewed his acquaintance with Mr. Wentworth, who had become a congressman and he introduced him to President Polk and successfully interceded for his commission.

charge of the construction work of the central road, carried on at that time by the State, to Murray McConnell, commissioner, dated December 3, 1838. The following are a few extracts from the same:

"The lively interest manifested in the progress of this work by the inhabitants along the line seems to offer the best guarantee of its ultimate usefulness to them, and incidentally of its importance to the interests of the State. * * *

"It can hardly be doubted that its great agricultural advantages in connection with the facilities that will be afforded by this railroad, will very soon draw within its bosom a very dense and wealthy population. * * *

"More than two years since it was computed by an engineer of high standing that when the railroads which were then projected and in progress were completed, a traveler would be enabled to pass from New York or Boston to Chicago in the space of sixty-one and a-quarter hours. * * *

"I can not conclude these remarks without expressing my belief from the character of the soil and surface over which most of this road passes, that the plan of forming a road-bed, on which to place the superstructure, as is already adopted in some places in the State, is attended with a useless expense of time and money.

"When a country is very broken, and the soil is of a nature to make durable and substantial roadways, this practice may be necessary, but when the soil is a mass of decayed vegetation, and the surface in a great measure already graded by the hand of nature, the circumstances of the case are entirely changed, and their necessity no longer exists.

"Over such a surface as these present, I can not doubt that it will be a great saving of expense to neglect grading or making a road-bed altogether, except over sharp ridges and deep valleys. * * * The spikes and connecting-plates accompanying the iron purchased were found not to suit, and the expense of altering them has nearly equaled the original cost. Part of the spikes are of a quality not much better than the worst description of cut

nails. * * * The superstructure has remained in good adjustment, although heavy loads and an engine weighing ten tons have repeatedly passed over it.

"Believing, conscientiously, that the future prosperity and happiness of the people will be greatly promoted by carrying out the system to its full and entire completion, I am bound to advocate it to the extent of my abilities.

"So far from its being too large and extended, I believe that it might be enlarged with great propriety and decided advantage to the general welfare of the whole State, if suitable appropriations were made in addition to those already granted by the legislature, not only to improve the navigation of our rivers, but in connection with the same, to drain the ponds and lakes, which can be accomplished with an inconsiderable expense in comparison to the general utility, health, and pecuniary prosperity of the whole State. * * *

"And it appears to me that even at a period when steamboats are in full operation, the time and risk of life which could be saved by traveling on our roads would enable them effectually to compete with the river communication."

On January 20, 1838, Hon. William Kinney,* president of the board of public works, wrote a letter to each member of Congress from Illinois, soliciting their influence to aid in the passage of a special law authorizing the importation of iron to be used in the railroads of this State, built under the internal-improvement act, to be admitted free of duty; but the effort to obtain this was not successful.

As an evidence of what was at this time considered a fair rate of tolls for the transportation of freight, we find that the legislative committee on internal improvements, on February 16, 1839, made a report in which they favored a charge of five cents per ton per mile on all products.

In the same report the committee say that "a much higher

* William Kinney of Belleville, a Baptist clergyman, was elected lieutenant-governor in 1826, at the same time that Ninian Edwards was elected governor. He came to Illinois in 1797 with his father.

rate of tolls may be charged if necessary," and recommended a discriminating toll on different species of transportation.

The Cairo City-and-Canal Company was incorporated March 4, 1837; the act authorized the company to hold real estate in Alexander County, but more particularly the tract of land incorporated as the City of Cairo. They were to proceed to lay it off into lots for a town to be known as the City of Cairo; they were also empowered to construct dykes, canals, levees, and embankments for the security and preservation of said city; also to construct a canal to unite with Cache River, and to use the water for a canal running to and through the city.

It is difficult, at this late day, to understand what the particular object was in providing water communication within the limits of a "city" already so well supplied with the aqueous fluid; or how it could be expected that the tolls to be received for the conveyance of passengers and property could amount to any considerable sum; and yet the act provided that these should not be placed so high as to yield more than an eight per cent net income on the money invested, as if there were any probability of such an enterprise yielding any net income whatever.

Our only object, however, in referring to this scheme is to trace in a gradual way the origin and progress of the Illinois-Central organization, and its connection with this canal company will be noticed later on.

Five years later, on March 6, 1843, the State having practically abandoned the attempt to build any more railroads, the legislature incorporated the Great-Western Railway Company. This company was to consist of the president and directors of the Cairo City-and-Canal Company, and the board of directors were to be chosen by that company.

The road was to be commenced at the old starting-point, the mouth of the Ohio River, and was to run in about the same direction *via* Vandalia, Shelbyville, Decatur, and Bloomington, and to the same objective point—Illinois-and-Michigan Canal. Rates of toll were to be established by the directors. The company was authorized to issue bonds, which were to be counter-

signed by the president and treasurer of the Cairo City-and-Canal Company.

Section 14 provided that whenever the whole indebtedness of the company was paid and liquidated that then the legislature should have power to alter and amend the charter as the public good should require.

An estimate was to be made by a person appointed by the governor of the value of the work already done by the State, and this was to be paid for by the newly-organized company at any time during the progress of the work.

When all the obligations of the company were paid then the railroad company was forever to pay to the State, annually, as a consideration for having granted them the charter, one-fourth of the annual net income; after the shareholders had received in any one year twelve per cent on their investment, and the act expressly provided that no legislature should at any time so reduce the tolls as to produce less than twelve per cent net per annum to the shareholders.

The exaction of a tax of twenty-five per cent of the net earnings, with operation expenses at fifty per cent, equal to twelve and one-half per cent of the gross, from those who were doing so much to build up the material interests of the State, and who were expected to take all the risk, certainly could not, under the circumstances, be construed into an act of very great liberality.

The Great-Western Railway, great only in name, after spending large sums of money in doing work which eventually inured to the benefit of the State, became insolvent, and this third grand attempt to build a central road proved a signal failure.

On March 3, 1845, its charter was repealed by a special act, passed for that purpose.

On February 27, 1847, the charter of the Alton-and-Sangamon Railroad was granted. The line was projected to run from Alton to Springfield, and was completed in October, 1853, at which time a party of excursionists from Alton and St. Louis visited Springfield, and a grand entertainment was given them by the citizens.

On February 10, 1849, the charter of the Great-Western Railway was renewed, in force April 13, 1849, the grant running as in the first act, to the "President and Directors of the Cairo City-and-Canal Company," with certain others to be associated with them, but under the name and style of the Great-Western Railway." Among the names of the associate directors will be found those of Justin Butterfield,* John B. Turner,† Mark Skinner,‡ and Henry Corwith.

The new board were reinstated with all the powers and privileges contained in the first act, the act repealing the charter to the contrary notwithstanding.

Many additional and valuable privileges were conveyed by the State, including a grant of the right of way and of all the work and surveying done at the expense of the State.

The new company was to expend at least one hundred thousand dollars within three years, and two hundred thousand dollars in each year thereafter until the line was completed from the City of Cairo to the City of Chicago.

The governor of the State was to hold in trust, for the benefit of the company, whatever lands might be donated by the general government to the State of Illinois to aid in the construction of the road, anticipating, as it were, the action of the general government, the question of a land-grant having already been freely discussed in Congress.

At this same session of 1849, another and similar act "continuing" the charter of the Mount-Carmel-and-Alton Railroad Company was passed.

In James W. Sheahan's "Life of Stephen A. Douglas" will be found a statement explaining why this new company, as reorganized, was not allowed to go on with the work.

As far back as 1848, Senator Douglas had introduced a bill in the United States senate, granting alternate sections of the public land to the State of Illinois to aid in the construction of a railroad from Cairo to Galena, with a branch to Chicago.

* Justin Butterfield died at Chicago, October 23, 1855.

† John Bice Turner died at Chicago, February 26, 1871.

‡ Mark Skinner and Henry Corwith are now living at Chicago.

The original project contemplated but one line, that from Cairo to Galena, but Senator Douglas included in his bill a road connecting with the lakes, thus securing for it friends in the Northeastern and Middle States who did not favor a proposition having for its natural tendency the diversion of trade from the Upper Mississippi toward New Orleans alone.

This bill was reported from the senate committee on public lands, of which Hon. Sidney Breese* of Illinois was chairman. It was subsequently taken up and early in May was passed by the senate. The representatives in the house from Illinois all gave it their cordial support, but toward the close of the session it was laid on the table by a small majority.

At the next session, 1848–9, Mr. Douglas introduced his bill in the senate again, but before any action was had in that body the Illinois representatives in the house had succeeded in having the bill of the last session restored to its place on the calendar; but Congress adjourned without any further action on the bill by the house.

In December, 1849, Mr. Douglas, with his colleague, Gen. James Shields† (who had succeeded Mr. Breese), and the Illinois delegation in the house matured a bill looking to the construction

* Sidney Breese was born at Whitesborough, New York, July 15, 1800; graduated at Union College, emigrated to Illinois, and was admitted to the bar in 1820; was elected circuit judge in 1835, which office he held until elected U. S. senator from 1843 to 1849. He was speaker of the Illinois house of representatives in 1851, when the Illinois-Central Railroad charter passed. In 1855 he was elected supreme judge, and held the office until his death, June 27, 1878. His residence was at Carlyle. The last four years of his term as U. S. senator he was chairman of the committee upon public lands, and devoted all his energies to securing the Illinois-land grant. In the 29th and also in the 30th congress he made a report from his committee which left nothing to be added to the arguments for the land-grant system.

† James Shields, who reported the bill from the committee of public lands which passed Congress, was senator from 1849–55. He removed to Minnesota and was one of its first senators, serving from May 12, 1858, to March 3, 1859. He removed to Missouri and was elected to the U. S. senate in 1878–9, to fill a vacancy. He was a distinguished general in the war with Mexico and in that of the Rebellion. He died at Ottumwa, Iowa, June 1, 1879.

of the Illinois-Central Road and its Chicago branch. That bill, which all the Illinois members had a voice in framing, was introduced in the senate by Mr. Douglas in January, 1850, and while this bill was pending the Cairo City-and-Canal Company induced the legislature of Illinois to pass a measure ceding to that company all lands that might at any time be granted by congress to the State to aid in the construction of the Illinois-Central Railroad. Senator Douglas was unwilling that the grant should pass to a private corporation direct, and finally induced Mr. Darius B. Holbrook of Cairo, Ill., the president of the Cairo City-and-Canal Company to release to the State of Illinois all the rights of that company, which he did, executing on December 24, 1849, on behalf of his company as president, a full release and surrender to the State of Illinois of what was known as the Holbrook Charter, with all the rights and privileges therein contained; in accordance with which the legislature, on December 17, 1851, passed an act accepting this release, and to make assurance doubly sure, repealed all the acts which they had before granted to this company—January 16, 1836, March 6, 1843, and February 10, 1849.

The same act accepted the act of congress of September 20, 1850, granting the lands to the State of Illinois to aid in the construction of a railroad from Chicago to Mobile.

The bill making a grant of lands to the states of Illinois, Mississippi, and Alabama, passed the United States senate on May 2, 1850, by a vote of 26 to 14, and was passed in the house on September 17, 1850, by a vote of 101 to 73.

Mobile was inserted as the objective point by Mr. Childs, who was at that time largely interested in the Mobile-and-Ohio Railroad Company.

Hon. John Wentworth, in his "Congressional Reminiscences,"* gives an interesting account of the proceedings attending the passage of this bill in the house—and the State of Illinois is largely indebted to him for the efforts he put forward in that direction. Hon. George Ashmun of the Springfield district,

* Fergus' Historical Series, No. 24.

Mass., distinguished himself among the non-resident supporters of the bill.

On their return to Illinois at the close of the session, Mr. Douglas and Gen. Shields were tendered a public dinner by the citizens of Chicago, in consideration of their services in obtaining the passage of this act. In declining the honor, they modestly *awarded to their colleagues in the house the full measure of credit* for having successfully carried the bill through to completion.

About the time this grant was made, John S. Wright* of Chicago, published a pamphlet in which he took the ground that the grant being of such immense value, the State should hold the lands and again attempt the construction of the road.

The grant of lands referred to was not, strictly speaking, the first act of congress making a grant of lands directly and specifically to aid railroad-building, but was among the first and most important.

By an act of March 2, 1833, the State of Illinois was authorized to divert the canal grant of March 2, 1827, to building a railroad instead of a canal.—4 Stat., 662.

By an act of March 3, 1835, a grant of the right of way and thirty feet on each side, and the right to use timber for 100 yards on each side was granted to certain railroads in Florida, Georgia, and Alabama, and ten acres of land at one or more terminals. —4 Stat., 778.

By an act of July 2, 1836, the right of way, land 80 feet in width, also tracts not exceeding 5 acres for every 15 miles of road for depots, workshops, etc., and the right to take stone, timber, etc., for construction and repairs, were granted to the New-Orleans-and-Nashville Railroad Company, probably not used.—5 Stat., 65. This road was commenced in what is now known as Canal Street in the City of New Orleans; it was built on piles for a short distance, but the project was afterward abandoned.

The grant to the State of Illinois aggregated 2,595,000 acres of land, which were donated to the Central Company, being at the rate of 3700 acres per mile of road.

* John S. Wright died in Philadelphia, September 28, 1874.

The grant to the Union Pacific, chartered twelve years after, was for 12,800 acres per mile of road, and a subsidy in government bonds at the rate of $16,000, $32,000, and $48,000 per mile of line; the object being to apportion the subsidy in ratio to the cost of the several sections.

The aggregate of all lands granted by the general government up to June 30, 1881, has been 155,504,994 acres; of these there have only been certified and patented: To states, 36,052,426.97 acres; to corporations, 10,647,040.12 acres; total, with complete titles, 46,699,467.09 acres; the title to very little land has been completed, during the year ending June 30, 1882, not more than 200,000 acres.

The Canadian government recently granted to its Pacific railway alone 25,000,000 acres of land, $25,000,000 in money, and 700 miles of road, constructed at the expense of the government.

Of the 2,595,000 acres of land donated by the State to the Central Company, 107,614 acres were first conveyed to preëmption claimants.

Gov. Joel A. Matteson,* in his inaugural message to the eighteenth general assembly, convened January 3, 1853, referring to this, says:

"I have not heard that any settler upon the company's land has had occasion to complain, but, on the contrary, when the time by law had passed for proving preëmptions upon the company's land by the settler upon the lands, the company took no advantage, and allowed the lands to be entered on proof being made, the same as if directed by law. This course pursued in can not fail to awaken in the minds of the people of this State strong feelings of reciprocal good-will."

There have been sold to nearly 30,000 actual settlers, each head of a family taking up on an average an eighty-acre tract, 2,387,138 acres. Estimating five members to a family, this has added an immediate population to the State of 150,000.

But the benefit to the State at large did not stop here. The

* Gov. Joel A. Mattison died at Chicago, January 31, 1873. He was elected from Joliet, Will Co., Ill., and served from 1853–7.

rapid settlement of the railroad lands stimulated the sale of the government lands, alternate sections, which for years had been in market, but remained unsold, though for a considerable time they could have been obtained with land-warrants at about one-half the government price.

After the location of the Central Road a large portion of them were immediately sold for from $2.50 to $5 an acre, and the line of the road began to fill up with hardy and enterprising settlers, enabling the government to close its land-offices.

As compensation for this grant, the government reserved the right to fix the rate of compensation to be paid for transporting its mails over the road, also the right to use the road-bed free in transporting its troops and munitions of war.

On January 15, 1851, Gov. Augustus C. French* sent a communication to the house of representatives transmitting a memorial, of which the following is a copy:†

"To the honorable the Senators and Representatives of the people of the State of Illinois in General Assembly convened:

"The memorial of Robert Schuyler, George Griswold, Gouverneur Morris, Jonathan Sturges, Thomas W. Ludlow, and John F. A. Sandford of the City of New York; and of David A. Neal,

* Augustus C. French was elected to the house of representatives from Edgar County in 1836, and elected governor in 1846, and served six years. He removed to Belleville, St. Clair County, and was a member of the constitutional convention of 1862.

† Although this was the only plan for the completion of the road submitted to the legislature, another plan was seriously agitated by some of the leading men in the State in conjunction with certain men in New York who had figured considerably in Illinois matters, and a bill was prepared in accordance therewith. The design was to have the State virtually control the road, and one of the provisions of the bill was that the stock should be made a basis for banking under any law establishing a general system of banking. There were other curious provisions which are interesting as showing the condition of things at that time, and especially the opinions of men as to the best means of raising millions of money by a bankrupt State. The press of the State discountenanced the project and favored giving the lands to actual settlers. The bill for this project may be found in the *Chicago Daily Democrat* of January 11, 1851.

Franklin Haven, and Robert Rantoul, Jun.,* of the City of Boston and vicinity, respectfully represents:

"That, having examined and considered an act of Congress of the United States, whereby land is donated by the United States for the purpose of insuring the construction of a railroad from Cairo, at the mouth of the Ohio River, to Galena and the north-western angle of the State of Illinois, with a branch extending to to Chicago on Lake Michigan, on certain conditions, therein expressed; and having also examined the resources of the tract of country through which it is proposed that the said railroad shall pass, and the amount of cost, and the space of time necessary for constructing the same, the subscribers propose to form a company, with such others as they may associate with them, including among their number persons of large experience in the construction of several of the principal railroads of the United States, and of means and credit sufficient to place beyond doubt their ability to perform what they hereinafter propose, make the following offer to the State of Illinois for their consideration:

"The company so formed by the subscribers will, under the authority and direction of the State of Illinois, fully and faithfully perform the several conditions, and execute the trusts, in the said act of Congress contained. And will build a railroad with branches between the termini set forth in said act, with a single track, and complete the same, ready for the transportation of merchandise and passengers, on or before the fourth day of July, which will be in the year of our Lord eighteen hundred and fifty-four. And the said railroad shall be, in all respects, as well and thoroughly built as the railroad running from Boston to Albany, with such improvements thereon as experience has shown to be

* Mr. Rantoul, born at Beverly, Mass., August 13, 1805, collector of Port of Boston, 1843. U. S. district attorney for Massachusetts, 1845; served out the term of Daniel Webster in the U. S. senate in 1851; was elected to the house of representatives the same year, and died during his term, August 7, 1852. He was not in Congress until after the Illinois-Central Railroad bill became a law and the charter had been granted by the Illinois legislature; first entering the U. S. senate February 22, 1851.

desirable and expedient, and shall be equipped in a manner suitable to the business to be accommodated thereby. And the said company, from and after the completion of the said road, will pay to the State of Illinois, annually, —— per cent of the gross earnings of the said railroad, without deduction or charge for expenses, or for any other matter or cause; provided, that the State of Illinois will grant to the subscribers a charter of incorporation, with terms mutually advantageous with powers and limitations, as they, in their wisdom, may think fit, as shall be accepted by said company, and as will sufficiently remunerate the subscribers for their care, labor, and expenditure in that behalf incurred, and will enable them to avail themselves of the lands donated by the said act to raise the funds, or some portion of the funds, necessary for the construction and equipment of said railroad.

"ROBERT SCHUYLER,
GEO. GRISWOLD,
GOUVERNEUR MORRIS,
of Morrisania,
FRANKLIN HAVEN,
DAV. A. NEAL,
ROBERT RANTOUL, Jr.,
JONA. STURGES,
THOS. W. LUDLOW,
JOHN F. A. SANFORD.

"December 28, 1850."

It was laid on the table and ordered to be printed.

On January 14, 1851, Asahel Gridley* introduced in the senate a bill for an "act to incorporate the Illinois-Central Railroad Company," which was referred to the committee on internal improvements. After various decisions and references from day to day, James L. D. Morrison,† on February 5, following, offered a

* Mr. Gridley was senator from McLean County from 1850-4, and died at Bloomington, January 25, 1881.

† James L. D. Morrison was senator from St. Clair County from 1848–52; afterward member of congress; and now a resident of St. Louis, Mo.

substitute for the original bill, to which various amendments were offered, and on the next day, February 6, it was finally passed in the senate by a vote of twenty-three to two. It passed the house four days later.

The final passage of the bill was celebrated in Chicago by the firing of cannon and other demonstrations in honor of the event.

That clause in the charter making the governor of the State an *ex-officio* director was suggested by John Wentworth.*

It has been said that the history of the Illinois-Central Road is a history of the State of Illinois; however true this may be, certain it is that the discussion of its affairs occupied much of the time in the early councils of the State. Pardon us, therefore, if we refer somewhat in detail to its origin, its construction, and its completion, and to those who took an active part in its affairs.

On February 10, 1851, the present Illinois-Central Railroad Company breathed its first breath of corporate life and became a body capable of "suing and being sued;" and the work of construction was about to commence in earnest.

No such work as that of constructing 700 consecutive miles of railway had up to that time been undertaken.

Some of you will perhaps remember the dubious smiles that lightened the countenances of many of the old settlers, at the thought of strangers coming into the State to carry on a work which not only the State of Illinois but private corporations within the State had so signally failed in accomplishing.

Expressions of doubt, neither complimentary to the incorporators nor encouraging to those interested in the welfare of the State, were heard on all sides. The press, while applauding the effort, could scarcely conceal its suspicions.

The success of what appeared in that day so gigantic an enter-

* John Wentworth, yet a resident of Chicago, was elected to the U. S. house of representatives in 1843, and has been a member thereof at different times for twelve years, and was mayor of Chicago in 1857 and 1860. He is a graduate of Dartmouth College, and James Frederick Joy, the railroad man of Detroit, was one of his instructors there. He came to Chicago, October 25, 1836.

prise largely depended upon the selection of a competent manager, but the sagacious minds of those who had conceived the plan and the propriety of the undertaking seemed equal to the task of selecting a proper person to carry it out.

On March 22, 1851, the board of directors, by a unanimous resolution, appointed Roswell B. Mason of Bridgeport, Conn., engineer-in-chief, with jurisdiction over the entire line.

On May 14, 1851, the president reported to the board that Roswell B. Mason* and his corps of engineers had commenced their journey to Illinois that day. Mr. Mason informed us that his route west was as follows: By steamer from New York to Albany; by railroad from Albany to Buffalo; by steamer from Buffalo across Lake Erie to Detroit; by railroad from Detroit to New Buffalo on the east side of Lake Michigan; and thence by steamer from New Buffalo to Chicago, arriving through in about five days.

He did not, it will be observed, step aboard a palace car and ride to Chicago by the limited express in twenty-five and a-half hours. The passenger trains of that day were unlimited as to time, and limited only as to comfort. Looking back to those primitive days of railroading, and remembering something of the plan of their construction, considering the speed that was ventured upon, it seems marvellous that serious accidents were not more frequent upon them. You may remember the story that was told about this time of the clergyman who announced that the prayers of the church were requested "for a man gone to Chicago."

A few days after his arrival he organized several surveying parties, divided the line into working divisions, appointed over each a competent division engineer, and the entire line was surveyed, located, and partially under construction by fall.

Engineers were appointed over the work as follows:

N. B. Porter, from Chicago to Rantoul.

L. W. Ashley, from Rantoul to Mattoon.

C. Floyd Jones, from Mattoon to Main-Line Junction, and

* He was mayor of Chicago, 1869–71, and now resides there.

north of Centralia and the main line from Ramsey's Creek to Richview.

Arthur S. Ormsby, from Richview to Cairo.

H. B. Plant, from Ramsey's Creek to Bloomington.

Timothy B. Blackstone,* from Bloomington to Eldena.

B. B. Provost, from Eldena to Dunleith.

B. G. Roots had charge of surveying parties between the Big-Muddy River and the Ohio-and-Mississippi Railroad.

Seventy-seven thousand tons of iron rails were purchased in England in the beginning of the work, at prices ranging from $38.50 to $43.50 per ton. Some of these rails were in the track and doing good service as late as 1881. There were no rail-mills of importance in this country at that time. The first iron rails made on this side of the water, the pattern known as T rails, were made by the Montour Iron Company of Danville, Pa., in October, 1845.

The first work put under contract was that portion of the line extending from Chicago to what was then known as Calumet Station. This was done in order to enable the Michigan-Central trains to enter the city.

An ordinance was passed by the common council of the City of Chicago on June 14, 1852, granting the company permission to enter the city along the lake-shore. Walter S. Gurnee † was mayor of the city that year. The council was composed of eminently-respectable men, and had the question come up at that time, they would doubtless have been in favor of a high liquor-license.

Southerly from Chicago the engineers found an almost unbroken wild, extending for over 130 miles. Little or no produce, of course, was offered for transportation on this section of the road even for a long time after its completion.

In 1853, we rode for twenty miles on this division without seeing a tree, a house, or any living thing, save an occasional prairie-dog.

But here were beautiful prairies with an almost inexhaustible

* Now president of the Chicago-and-Alton Railroad Company.

† Now living in New-York City.

soil, which, could Morris Birkbeck* have seen a few years before, it would not have been "decided that he should go to Shawneetown and enter all the woodland around the Boltenhouse Prairie."

In 1851, one of the surveying parties, in charge of the present chief-engineer, L. H. Clarke, of the Lake-Shore Railroad, came in sight of a herd of deer, thirty in number, at a station on the main line, now known as Maroa.

Upon the whole 700 miles of road only a dozen places were found of sufficient importance to be known on the map of the State.

On March 16, 1853, in addition to his other duties, Mr. Mason was charged with the care of the transportation department of the company's road, covering such portions of the line as were completed and in operation, with the additional title of general superintendent, and in March, 1855, additional executive powers were granted him in Illinois.

What was known as the main line, between Cairo and LaSalle, a distance of 300.99 miles, was completed January 8, 1855, and with a southern terminal in close proximity to Dixie's land, many a piece of chattels was enabled to make good his escape northward.

The Galena branch, between LaSalle to Dunleith, a distance of 146.73 miles, was completed June 12, 1855.

The Chicago branch, between Chicago and the junction with the main line, a distance of 249.78 miles, was completed Sept. 26, 1856.

Sections of these divisions were operated as fast as completed.

On Saturday, September 27, 1856, Col. R. B. Mason, engineer-in-chief, having been notified that the last rail was laid on the 705.5 miles of road, and that the construction of the Illinois-Central Railroad was an accomplished fact, immediately sent a dispatch to the board of directors in New York, informing them of the circumstance.

* He was secretary of state in 1824. See "History of the English Settlement in Edwards County, Illinois." Vol. I. Chicago Historical Society's Collections, 1882.

A few days thereafter, say about October 1, he tendered his resignation to the board, feeling, no doubt, that he could afford to rest content upon his well-earned laurels. This resignation was reluctantly accepted by the board.

Only two of the original incorporators of the company are now living—Franklin Haven of Boston, Mass., and Gouverneur Morris of Morrisania, New York.

The charge has been made and oft repeated, that the Illinois-Central is a "foreign" corporation; that it was built by foreign capital. True it is, that this is true.

Distance lent enchantment to the view, and the eye of the foreigner saw with greater faith than did that of the native what a great future the State of Illinois had, and their capital enabled us to achieve a work for the State of Illinois which it had thrice failed to accomplish, and that, too, at a time when its own bonds were selling at a large discount. The truth is, that foreign capital has largely contributed to almost every work of the kind in the West.

The Chicago *Democratic Press*, in an article published in 1855, exulting over the progress of railroad-building in Illinois up to that time, says: "Foreign capital, proverbially cautious and even sceptical though it be, has done the mighty work."

We may refer, in passing to one important feature of the charter of the Illinois-Central Company, familiar to most of you, *viz.:* that clause relating to the payment by the company of a tax of seven per cent of its gross earnings to the State. The fund derived from this tax thus far has amounted to a sum* more than sufficient to pay for all the public institutions erected by the State, sixteen in number, including the State-capitol building. These include two normal universities, one industrial university, one institution for the education of the deaf and dumb, four hospitals for the insane, one institution for the education of feeble-minded children, one soldiers' orphan home, one institution for the education of the blind, two penitentiaries, one State reform-school,

* Aggregating, to October 31, 1882, $9,087,835.81.

one charitable eye and ear infirmary, and last, though not least, your massive State-capitol building at Springfield.

May it not say in the language of Othello:

"I have done the State some service, and they know it too."

In the constitution of 1870, the following reference is made to the payment of this tax:

"No contract, obligation, or liability whatever of the Illinois-Central Railroad Company to pay any money into the State treasury, nor any lien of the State upon, or right to tax property of, said company in accordance with the provisions of the charter of said company, approved February 10, in the year of our Lord 1851, shall ever be released, suspended, modified, altered, remitted, or in any manner diminished or impaired by legislative or other authority; and all monies derived from said company after the paying of the State debt shall be appropriated and set apart for the payment of the ordinary expenses of the State Government, and for no other purpose whatever."

When the war of the Rebellion broke out in 1861, its services were freely given to the State of Illinois, then under the administration of Gov. Richard Yates,* and to a large extent without compensation. Free transportation was offered throughout that memorable four years for all supplies for the sick and wounded in the hospitals in the South—and many of the prominent leaders of the Union army were men who were drawn from or who had once been in its service, including Major-Generals George B. McClellan,† Ambrose E. Burnside,‡ and Nathaniel P. Banks,§

* Richard Yates resided at Jacksonville; was member of congress from 1851–5; governor from 1861–5; U. S. senator from 1865–71. He died whilst visiting St. Louis, December, 1873.

† Gen. McClellan, late governor of New Jersey, now resides at Washington, D. C.

‡ Gen. Ambrose Everett Burnside died, whilst U. S. senator, at Bristol, Rhode Island, September 13, 1881, aged 57.

§ Gen. Banks is now U. S. marshal for Massachusetts.

Brig.-Gens. Truman E. G. Ransom,* John B. Turchin,† William Robinson, Mason Brayman,‡ and Cols. John B. Wyman,§ David Stuart, Lieut. William DeWolf,‖ and Sergt. Charles W. Everett. Carson, the celebrated scout, who served in the Army of the Potomac, was a conductor on the Hyde-Park train¶ at the time the war broke out, and was killed while serving under Gen. Ulysses S. Grant, near Vicksburg, and a host of privates, many of whom distinguished themselves on the field of battle.

The present affords me an opportunity of correcting a certain popular error concerning the cost of the Illinois-Central Railroad. Mr. Stuve, in his "History of Illinois,"—it should, we think, be called a romance of Illinois—refers to the enterprise as follows:

"As an instructive example of how money may quicken other property into manifold life, scattering its gains into many unexpected directions, the Illinois-Central Railroad is a subject in point.

"This work was one of the most stupendous and ingenious speculations in modern times. By means of it a few sagacious

* Gen. Thomas Edward Greenfield Ransom, son of Col. Truman B. Ransom who was killed at the storming of Chapultepec in Mexico in 1847, was born at Norwich, Vermont, November 29, 1834, and died at Rome, Georgia, October 29, 1864; commander of the 17th army corps, having won as much distinction as any man of his age in the army.

† John Basil Turchin, born January 18, 1822, in the Valley of the Don, Russia, was colonel of the 19th Ill. Vols., and now lives at Radom, Ill.

‡ Mason Brayman now lives at Ripon, Fond-du-Lac Co., Wisconsin.

§ John B. Wyman, colonel of 13th Illinois Volunteers, born July 12, 1817; was killed at Chickasaw Bayou, December 27, 1862.

‖ He was shot at Williamsburg, Va., May 4, 1862, and died June 2, 1862; was the oldest son of William Frederick DeWolf, one of the defenders of Lovejoy's press at Alton, Ill., November 7, 1837, now living at Chicago.

¶ The Illinois-Central Railroad Co. ran the first train to Hyde Park, June 1, 1856; the conductor was H. L. Robinson, a friend of Abraham Lincoln, who afterward appointed him quartermaster in the U. S. army. The passengers on the first train were: Thomas Dyer ex-mayor of the City, Hon. Wm. T. Barron ex-probate judge, Charles Cleaver, Perkins Bass, Junius Mulvey, and Paul Cornell who laid out the town of Hyde Park.

capitalists became the owners of a first-class railroad, more than 700 miles long, in full running order, complete in rolling-stock and every equipage, and millions of acres of land, worth in the aggregate perhaps $40,000,000, without the actual outlay of a cent of their own money." Ex-Judge Jeremiah S. Black,* following in the same strain in his letter to the Chamber of Commerce, New York, says:

"Most of our Western roads were built with the proceeds of public lands granted mediately or immediately by the United States to the several companies which now have them in charge. They did not really cost the shareholders anything."

Hon. William S. Holman of Indiana, in a recent discussion before the house of representatives in relation to the payment to land-grant roads for mail service, said:

"The Illinois-Central Railroad has a line 700 miles in length; the grant of two million and a-half of acres which that corporation received not only built the Illinois-Central Road and its branches, but when the British capitalists purchased that road prior to the war [a purchase the books show no record of!], they found enough land remaining, as has been often asserted and never denied, to reimburse them for every dollar they paid for the road; and still there was a surplus of these lands."

These statements sound well, and no doubt the shareholders would have been extremely gratified on the completion of the road to have learned that they were true, but in the case of the Illinois Central the bare fact remains that the actual cost of the road to the shareholders has been in round numbers $40,000,000, and that the total proceeds from the sales of its lands during the construction of the road only realized a sufficient sum to pay interest on its debt before any dividends were paid on the shares, and that portion of the line which the State engineers in 1837 had estimated to cost $3,500,000 actually cost in round numbers

* Judge Black resided at Washington City. He was chief-justice of the supreme court of Pennsylvania, and attorney-general and secretary of state during the administration of President James Buchanan. He died Aug. 19, 1883, at his old home in Philadelphia.

$25,000,000 in paid-up capital; from which it is reasonable to conclude that the estimate would hardly have been a safe guide for the State authorities to have followed.

Only five years after the construction of the road was commenced, 1856, the incorporators found themselves embarrassed by a debt of over $23,000,000, while yet the income of the road was scarcely sufficient to pay its running expenses, for the country along its line of road had not become sufficiently developed to yield an adequate traffic for its support. It seemed for a time that the opinion which had been so frequently advanced that a "north-and-south" line must necessarily prove a failure was about to be confirmed, although the directors made at this time an extraordinary effort to save the property, coming to the rescue with their personal indorsements.

A year later, 1857, one year only after the line had been completed, the company was obliged to make an assignment of its property.

From this time on until 1859 were dark days in its history, and it was during this trying period that Richard Cobden,* who had almost his entire fortune invested in this enterprise, visited this country on behalf of the British shareholders, and by his kindly counsel aided the board in their efforts to place the affairs of the company upon a sound and permanent basis, where it remains today, a monument to the courage and integrity of its former managers.

The same financial difficulties surrounded at this time almost every one of the early enterprises in this State.

Let us refer for a moment to the origin of some of the organizations around us: Take the Chicago,-Burlington,-and-Quincy Railroad Company, commencing with the Aurora-Branch Railroad Company, chartered February 12, 1849.

The Chicago-and-Aurora Railroad Company obtained its charter in June, 1852, and, after building the road from Chicago to

* Richard Cobden, a British statesman, noted for his successful efforts to repeal the British corn-laws, was born at Dunford, England, June 3, 1804, and died at London, April 2, 1865.

Aurora, formed a consolidation in July, 1856, with what was then known as the Central Military-Tract Railroad, which company owned the road from Mendota to Galesburg, the new consolidated organization assuming the title it now holds.

Between 1859 and 1861, this company purchased, under foreclosure of its first mortgage, the property of the line extending from Galesburg to Quincy.

In 1863, it acquired the Peoria-and-Oquawka Road, which had been constructed under a charter granted in 1849. This purchase gave them control of the line from East Burlington to Peoria, and secured for the company an independent terminus on the Mississippi River. Additions in mileage have been added from year to year, until it now controls nearly 2000 miles of road.

Up to 1863, the trains of this road ran into Chicago over the Galena-and-Chicago Railroad track, from the junction, thirty miles out, but in that year, the Burlington Company completed its own track into the city through Sixteenth Street.

Take a small portion of the Chicago,-Milwaukee,-and-St. Paul Railroad—that between Racine and Port Byron.

It was originally constructed under several distinct charters, *viz.:* that of the Savanna-Branch Railroad, dated January 12, 1851; the Racine,-Janesville,-and-Mississippi, dated April 17, 1852; the Rockton-and-Freeport Railroad, dated February 10, 1853; the Northern-Illinois Railroad Company, dated February 24, 1859; and that of the Mississippi Railroad Company, dated February 15, 1865. This consolidated company, under the title of Racine-and-Mississippi Company, consolidated with the Savanna-Branch Railroad Company in 1856; and in January, 1866, *this* company, which had then assumed the title of Western-Union Railroad Company of Wisconsin, consolidated with the Western-Union Railroad Company of Illinois, which had been joined by a consolidation of the Northern-Illinois and Mississippi Railroad companies. The early history of this road, like that of many other Western corporations, is an epitome of financial embarrassments; it now forms a part of the Chicago,-Milwaukee,-and St. Paul Company, as stated, which controls over 4500 miles of road.

The Chicago-and-Alton Railroad proper was built under two charters—the first to the Alton-and-Sangamon Railroad, granted February 27, 1847, and the second to the Chicago-and-Mississippi Railroad, granted June 19, 1852. In 1855, the name of the road was changed to the Chicago,-Alton,-and-St. Louis Railroad. In 1857, the company was again reörganized under the title of the St. Louis,-Alton,-and-Chicago Railroad, and again, for the third time, reörganized in October, 1862, as the Chicago-and-Alton Railroad, which title it now bears.

The first portion of the present line that was constructed was the Alton-and-Sangamon, from Alton to Springfield, which was completed in 1853. The Chicago-and-Mississippi Railroad, from Springfield to Joliet, was next built in 1854. The Chicago-and-Alton now controls about 970 miles of road.

The Chicago-and-Northwestern Railway Company. This corporation, deservedly recognized as being one of the most influential in the West, is a consolidation of several distinct organizations in the states of Illinois, Wisconsin, Iowa, and Michigan. The company which gave the title to the whole system was a reörganization of what was known as the Chicago,-St. Paul,-and-Fond-du-Lac Railroad Company, and which was in turn itself a consolidation of the Illinois-and-Wisconsin and the Rock-River-Valley Union Railroad companies.

The former of these two companies had been incorporated by concurrent acts of the Illinois and Wisconsin legislatures in 1851.

The Chicago,-St. Paul,-and-Fond-du-Lac Railroad Company consolidated with itself in March, 1857, the Wisconsin-Superior Railroad Company of Wisconsin, the Marquette-State-Line Railroad Company, and the Ontonagon-and-State-Line Railroad Company of Michigan.

In the financial panic of 1857, the Chicago,-St. Paul,-and-Fond-du-Lac Railroad Company became seriously embarrassed. It had a heavy floating debt, an important link of fifty-six miles in the line from Chicago to Minnesota Junction uncompleted, and no funds available for the prosecution of the work.

A scheme of reörganization was perfected, and under this the

Chicago-and-Northwestern Railway Company completed the line from Chicago to Fort Howard, and in 1864, commenced the process of consolidation with other railroads whereby it has obtained its present mammoth proportions.

In January 1864, a consolidation was effected with the Dixon,-Rockford,-and-Kenosha Railroad Company, which in turn was an amalgamation of the Kenosha-and-State-Line and the Dixon,-Rockford,-and-State-Line Companies.

In June, 1864, the Galena-and-Chicago Union Railroad merged its stock with that of the Chicago-and-Northwestern Railway Company, and control was obtained in the same year of the Chicago-and-Milwaukee Railroad.

In October, 1864, the Chicago-and-Northwestern Railway Company consolidated with the Peninsular Railroad Company of Michigan, and in March, 1871, with the Beloit-and-Madison and the Baraboo Air-Line Railroad companies of Wisconsin. It now controls nearly 5000 miles of road.

The Chicago,-Rock-Island-and-Pacific Railway originated with the Rock-Island-and-LaSalle Railroad Company, chartered Feb. 27, 1847.

The effect of railroad-building upon the prosperity of the State is shown in the fact that in 1851, from which period we may date the active construction of railways in the State, the assessed value of the real estate in Illinois was $119,868,336; this, in 1882, had gradually risen to $809,995,795.

In 1850, Illinois had 76,208 farms under cultivation; in 1880, it had 255,741.

From 1835 to 1869, both years inclusive, there were no less than 413 special charters granted to build railways in the State. Between the years 1870 and 1882 there were 376 companies that filed articles of incorporation under the general railroad-law, making a total of 789 distinct organizations during a period of forty-six years. In 1851, Chicago had but one railway entering it, the Galena-and-Chicago Union, and that was but partially constructed. It was incorporated January 16, 1836, but the enterprise laid dormant for nearly ten years. We are told that the

original surveys for this line, under James Seymour* as engineer-in-chief, were commenced in the spring of 1837, at the foot of [North] Dearborn Street, and were run nearly due west to the Desplaines River, and that in making their surveys the engineers were in some places obliged to wade waist deep in water. These were probably preliminary surveys. In 1847, Richard P. Morgan,† chief-engineer, made a survey, and in his report to the board of

* In John Wentworth's history of "Fort Dearborn" (Fergus' Historical Series, No. 16), Frederick A. Nash has a letter stating that "He went to Chicago [arriving February 11, 1837] under a promise of a situation with James Seymour, then just from the Erie Railroad, who had been selected to survey and locate the old Galena-and-Chicago Union Railroad." He says further: "We began our survey at the foot of Dearborn Street, and run three lines nearly due west to the Desplaines River. Much of the time we waded in water, and were glad at night to reach the hotel at Barry's Point and dry ourselves by the large fireplace. James Seymour was chief; his brother, Wm. H. Seymour, was assistant; P. H. Ogilvie was draughtsman; H. V. Mooris, assistant-draughtsman; Geo. Howell, rodman; and myself, axeman and chainman. The high grass where the fire had not swept over it required four-feet stakes. I think I am the only survivor."

† Richard Price Morgan was born at London, England, July 29, 1790, and came to Berkshire County, Mass., in 1808. He died at Dwight, Ill., January 19, 1882. He helped construct the Boston-and-Albany Railroad, and during his long life he was actively engaged in railroad enterprizes. The following is quoted from his autobiography:

"In 1826, the Erie Canal had gone into operation and its effect upon the internal commerce of the country began to be fully appreciated. A survey from Boston to Albany had demonstrated the practability of a *canal*, and the merchants of Boston began to realize that their trade was declining. About that time I published an article in the *Berkshire Star*, suggesting the substitution of a *railroad*, which was immediately quoted in the Boston papers, and the subject soon became the topic of general interest."

"A small subscription was raised in Stockbridge and the adjoining towns, which proved sufficient to meet the expense of a survey that I agreed to make to determine the practicability of a route through them. My report proving favorable, I was subsequently employed in surveys to the Hudson, inaugurated by the State, under the direction of Mr. James Baldwin. A northern route, however, by Pittsfield, was finally recommended, and although a railroad as far as Worcester was undertaken, it was not until 1836 that the location between the Connecticut River and Albany was decided upon."

directors says: "The survey was commenced near Chicago, on the half-section line commencing near the centre of Kinzie Street, on which course it continues thirteen miles, crossing the Desplaines River a little south of the St. Charles road."

In that year the first rails of strap-iron* were laid on it, and January 22, 1850, through the efforts of Benjamin Wright Raymond† and John Bice Turner, it was finished to Elgin, forty-two miles from Chicago, and from there it was extended to Freeport.‡

The first locomotive engine built in Chicago was for use on this company's line; it was constructed in 1854 by the Chicago Locomotive Works.§

The first locomotive built in Chicago by a railroad company for its own use was that constructed by the Illinois-Central at its Weldon shops, in March, 1862, and known as Engine No. 44.

The Michigan-Southern-and-Northern-Indiana Railroad was the first great east-and-west line to enter this city, the connection being made February 20, 1852.

The Michigan Central was opened, coming in over the Illinois-Central tracks, May 20, 1852.

* The Buffalo-and-Attica road was opened in 1842, and was laid with strap-rail. In 1848, under Mr. Martin's presidency, it was decided to replace with T rail and he sold the old strap to the Galena-and-Chicago Union road. He also sold to the same road its first locomotive—the "Pioneer"—the one exhibited by the Chicago-and-Northwestern at the recent exposition of railway appliances [1883].

† Mr. Raymond died April 5, 1883, at Chicago, having been mayor in 1839 and 1842.

‡ John VanNortwick, one of the original projectors of the enterprise, writes me on March 14, 1883, from Batavia, Illinois, as follows:

"The first regular business in the operating department commenced June 1, 1849, to and from Desplaines River, 10 miles; in July, opened to Cottage Hill, 15 miles; in November, opened to Junction, 30 miles; and to Elgin in February, 1850, 42½ miles. Some business was done by the construction department in the fall and winter of 1848."

§ "Commenced operation Nov. 1, 1853, succeeding Hiram H. Scoville & Sons, northeast corner West Adams and Canal Streets. Wm. H. Brown, president, Edward Hempstead and Robert H. Foss, executive committee, Wm. H. Scoville [died May 28, 1884], supt., Sholto Douglas, secretary."

The total number of miles of railroad operated in the whole State of Illinois, February 16, 1852, was but ninety-five miles. The population of Chicago in this year was but 38,733.

There were only 10,982 miles of railroad in the whole United States at this time.

On February 1, 1854, there were only 1785 miles of railway leading into Chicago. Not more than one thousand miles of these were situated within the State of Illinois.

At the end of 1855, there were 2410 miles of road in operation in the State. At the end of 1856, 2761 miles of road.

Six of the leading lines now entering Chicago operated, in 1869, 4682 miles of road; in 1882, their mileage had increased to 13,130 miles.

	MILEAGE, 1869.	1882.
Chicago and Alton, - - -	431	853
Chicago, Burlington and Quincy,	602	1938
Milwaukee and St. Paul, - -	938	4328
Northwestern, - - - - -	1156	3310
Rock Island, - - - - - -	590	1381
Illinois Central, - - - -	965	1320
	4682	13,130

Chicago, though richly benefited by their construction, in her corporate capacity has never invested a dollar in railways or loaned her credit in any one instance to aid them. Cincinnati subscribed several millions of dollars to her Southern railway enterprise, solely for the purpose of controlling a certain amount of the trade with the South. The City of Baltimore subscribed $3,500,000, and the State of Maryland $500,000, to the construction of the Baltimore-and-Ohio Railroad, and both reap the benefit of it today. The City of Philadelphia also materially aided the Pennsylvania Central very early in its organization. Both the cities of Buffalo and Cleveland have extended aid to their railways.

It is cheap food, cheap fuel, and cheap transportation, not less than her geographical position, that has placed Chicago in advance of most of these cities, entitling her to the third rank

in point of manufactures; and it is this also that has given the State of Illinois such advantages over her sister states.

The Baltimore-and-Ohio Road is to the City of Baltimore what the Pennsylvania Central is to the City of Philadelphia, or the New-York-Central Road to New York, and what was commonly known, in 1876, as the "railroad war" between these companies, was, in fact, the outgrowth of a rivalry between those cities for the supremacy of the seaport trade, and during that year when grangerism had reached the extreme of absurdity in the West, while the State of Illinois, no less benefited by her railways, was enforcing with rigor the exactions of her railroad law, the trunk lines named, having east-and-west connections through our State, were quietly stealing away her grain to the East, which, by natural laws of commerce, should have been shipped out of the State *via* Chicago; and grain raised west of the Mississippi, which had before found a market in Chicago, was being quietly floated down the Mississippi River to the benefit of St. Louis, whose merchants in turn were trading out its value in the East.

The railways of Illinois, with the recently-acquired advantage of a free water-way communication *via* Chicago and through the great lakes and canal to the ocean during eight months of the year, and with a grain-storage capacity of over 25,000,000 bushels, can, all things being equal, always hold their own as against the Mississippi River.

Lieut.-Gov. William Bross,* in an address before the Iowa Industrial Convention, held at Des Moines, January 22, 1873, used these words: "For myself, I believe the time is not distant when the Northwest will have the New-York and St. Lawrence routes bidding against each other for her commerce and her carrying-trade in the liveliest manner." It looks as though this would soon come to pass.

It may be noted here that of the leading crop of the State, corn, a less quantity is now carried by some of the lines running through what is known as the corn belt than was transported

* William Bross was lieutenant-governor of Illinois from 1865-9, whilst Richard J. Oglesby was governor. He now resides in Chicago.

by them twelve years since; the reason for this is that the grain is more extensively fed than in former years, and also a much larger quantity is manufactured into whisky. No less than 7,367,052 bushels of corn were consumed in the manufacture of whisky in this State alone for the year ending June 30, 1882, and the State can hardly point with pride to the payment of $28,000,000 of internal-revenue tax on this account.

It may prove interesting to give a résumé of the legislation of the State affecting railways:

The sixth clause of article 10 of the Constitution of 1848 provided that "the General Assembly shall encourage internal improvements by passing liberal general laws of incorporation for that purpose."

The first general law for the incorporation of railroads went into effect November 5, 1849. That law empowered the directors to regulate the tolls and compensation to be paid, and provided that "the Legislature might alter or reduce the rates so made, but could not, without the consent of the corporation, so reduce them as to produce less than fifteen per cent per annum on the capital actually paid in."

On March 10, 1869, an act concerning rates for the conveyance of passengers and freight was passed which limited railways to a just, reasonable, and uniform rate for the conveyance or transportation of passengers and freight * * * "according to the service actually rendered," and this act then went on to provide that this should not be construed to mean that the rate for transportation on any one road should be the same as that charged on any other road, nor were the roads to be required to charge the same in one direction as in the other. This act contained many good provisions not found in the general law of 1871, or in the law of 1873, now in force, but its general language was so vague, and its requirements so indefinite, that it was inoperative.

The act of 1869 contains this clause: "This act shall not be construed nor have the effect to release the Illinois-Central Railroad Company from the payment into the treasury of the State

of Illinois of the per centum on the gross or total proceeds, receipts, or incomes derived from said road and branches stipulated in the charter of said company."

In the 15th clause of the 11th article of the constitution, adopted May 13, 1870, it is provided that "The general assembly shall pass laws to correct abuses and prevent unjust discrimination and extortion in the rates of freight and passenger tariffs on the different railroads in this State, and enforce such laws by adequate penalties to the extent, if necessary, for that purpose, of forfeiture of their property and franchises."

In accordance with this provision the legislature of 1871 passed a law, in force July 1, 1871, for the purpose of preventing unjust discriminations and extortions in rates. This law fixed the rates in force on the different roads in 1870 as the maximum. It was, however, virtually declared unconstitutional by our supreme court in January, 1873. On this account the legislature passed another law on May 2, 1873, repealing the law of 1871, and empowering the railroad commissioners to fix maximum rates.

The law for the appointment by the governor of three railroad commissioners was enacted July 1, 1871.

Under this, railway companies are required to make annual statements in writing of their affairs under oath. The commissioners make an annual report to the governor of their proceedings.

From the foregoing we think that it will be seen that the State has gradually receded from its liberal position of encouragement of railroad-building to one of almost oppressive restriction.

In the early laws we find the words encouragement and liberality; later on, after the plants are established, we read of penalties and forfeiture of property. Citizens of Illinois, this concerns you and the good name of your State!

There is hardly any doubt, indeed, statistics show conclusively that the law passed by the Illinois legislature in the session of 1871, precipated the panic which followed in 1873. Bondholders saw that the State, through the arbitrary action of its commissioners, could under that law so impair the value of railway property in reducing its earning capacity as to make a return

of even interest on debt incurred in its construction uncertain. That law, it is true, was repealed, but not until after the mischief had been done.

In Wisconsin the granger law was repealed because the people were satisfied that its enforcement would result in disaster to their best interests.

In Iowa the law has been so far modified that the railroads and the commissioners are enabled to work in harmony.

The railroad companies have nothing to fear from a board of commissioners, provided it is properly constituted and its authority judiciously exercised.

In the wise administration of its duty, such a commission can aid both the shipper and the railroad company in determining the practical and oftentimes difficult questions that necessarily arise from time to time.

The ability to do this depends mainly upon the character of the men selected. They should be men of broad and liberal views, free from any prejudice, without fear, and without reproach, carefully chosen on account of capacity, integrity, and fitness for the position,—not as a political reward.

In New York the law appointing a board of railroad commissioners, passed at the last session of the legislature, requires that at least one of its members shall be "experienced in railroad business;" and to insure the election of good men the law fixes the salary of each of the commissioners at $8000 per annum.

The standard of the Massachusetts board, like the law of the old Commonwealth, is equally as high, and in dealing with the railroad question in that State they have manifested a degree of intelligence which has served as a model for similar organizations in other States.

We have in Illinois nearly $400,000,000 of railway property.

Anti-monopolists, so-called, who belong to the class of modern reformers, find a great deal of fault with things as they exist, but they have no remedies to suggest. This has become so patent that the people are demanding a better solution of the question than can be furnished by the theory of communism or confiscation.

The wordy harangue of a Thurber can no more be accepted as common sense than the oleomargarine he manufactures can be accepted as good, wholesome butter.

The truth is, and it is a fixed law of trade, that competition is the best regulator of rates.

This fact is admirably expressed in the last report of W. H. Armstrong, United-States commissioner of railroads, wherein he says: "Rates and discriminations are not entirely within the arbitrary determination of railroad companies. They are subject to competitions which they can not control—upon the ocean, upon the lakes, and upon the rivers." The shippers today regulate the rates of transportation, not the railroad companies.

The truth of this is shown in the fact that one of the important lines leading from this city received, in 1865, an average of 3.06 cents for transporting each ton of freight one mile, and by reason of competition this average gradually fell to .72 of a cent per ton per mile in 1881. The same is true of other lines, the reduction, in fact, on some being even greater.

The railroads of Illinois are today charging not over 30 per cent of the rates that were commonly charged twenty years ago.

Pools are not so great an evil as some have supposed, but if one is a politician he must beware of "blind pools."

In the older states managers differ among themselves, not as to how much they shall be allowed to charge, but as to which of them shall be allowed to charge the least in order to secure the business; and the advisory committee, consisting of Judge Allen B. Thurman of Columbus, Ohio, Judge Thomas M. Cooley of Ann Arbor, Mich., and Hon. Elihu B. Washburne of Chicago, Ill., found the consideration of this question of "differential rates" to the seaboard the most difficult and complex part of their duty. The rule that special rates must be given, when the commodity to be forwarded will not bear tariff rates, is one that is approved by the judgment of every business man. Hon. John H. Reagan,* with all the ability he could command, could not frame a law

* John H. Reagan was member of congress from Texas before and after the Rebellion, and was postmaster-general of the confederacy.

that would harmonize with the inter-state commerce of the country, and his impracticable suggestions were invariably met by statements of facts which could not be controverted, and the attempt to "regulate" by an inflexible law, a kind of business, the chief difficulty in the management of which lies in its flexible nature, always has and always will prove a failure.*

Congress can not establish a pro-rata tariff for transportation without injuriously affecting the interests of the West. Apply a discriminating tariff in favor of the West, and you will at once give the Eastern States just cause for complaint. Adjoining states have found it impracticable to adjust their tariffs with one another, and their highest judicial tribunals have rendered decisions in reference to matters of transportation entirely at variance with each other, and where, too, the state laws were of like import.

In discussing the transportation question from a statistical standpoint, the layman is embarrassed by the legal aspect of the case, and the legal mind is equally perplexed in the application of statistics. The latter is illustrated by the statement made by

* It is a remarkable fact that, while Mr. Reagan is preparing a bill for congress to exercise more power to interfere in the railroad management of the country, the British railway corporations, which have had for forty years parliamentary supervision, are now going to pray for relief from that paternal care; and state their case in the following manner:

1. To minimize the interference of irresponsible state officials with the regulation and management of railways and with the rates fixed by acts of parliament, and by the necessities of competition. Such regulation and management were originally given by parliament to boards of directors, elected by and responsible to the shareholders whose property they administered, and ought not to be transferred to government officials, unless that property is purchased by government.

2. The unconditional repeal of the railway passenger duty, avowedly imposed on account of the existence of taxes upon other means of locomotion, all of which have now been removed, and the burden left upon railways alone.

3. An alteration in the present system of local rating, by which railway property is practically left to the varying decisions of assessment committees, who in this case actually tax profits of trade, and subject railways to a burden relatively heavier than that imposed upon any other property subject to local taxation.

4. An alteration in the laws relating to compensation for railway accidents, so that some limit may be imposed upon the practice of awarding ruinous amounts against railway companies, and some equitable proportion be established as between fares often of pence and compensations of thousands of pounds.

The head of this movement is Sir Edward Watkin.

Judge Black in a speech at Cooper Institute, New York, at the first meeting of the Anti-monopoly League, in which he asserted with great gravity that the extortions of the railways of this country, on through lines alone, amounted to $900,000,000 a year. He afterward discovered that the whole charge for both through and local business only amounted to $387,000,000, and that out of this nearly one-half was paid out for wages and materials.

There are now about 102,000 miles of railway in the United States. They constitute one of the great elements of national progress. Our legislators, actuated by principles of justice, it is believed, will gradually come to regard them in this light.

The 8541 miles of railway in this State give employment directly to about 44,174 men, and indirectly to at least 100,000 more.

When we consider that only half-a-century has elapsed since the first introduction of railways in this country, it must be acknowledged that in their general management there has been an amount of skill, energy, and intelligence brought to bear which has justly challenged the attention of a civilized world.

A writer in the *North-American Review* for September says: "It has been stated on good authority that there were actually more persons killed and injured each year in Massachusetts fifty years ago, through accidents to stage-coaches, than there are now through accidents to railroad-trains, notwithstanding the enormous increase in the number of persons transported."

From the statistics of over forty years in France, it appears that in proportion to the whole number carried, the accidents to passengers by stage-coaches in olden times were, as compared to those by railroads, as about sixty to one.

The official returns in France actually show that a man is safer in a railroad train than he is in his own house; while in Great Britain the figures show that *hanging* is thirty times more likely to happen to a man than death by railroad.

It is stated by Mr. Charles Francis Adams, Jr., in his "Notes on Railroad Accidents," "that the annual average of deaths by accident in the City of Boston alone exceeds that consequent on running all the railroads of the State of Massachusetts by 80 per cent, and that in the five years from 1874 to 1878 more per-

sons were murdered in Boston than lost their lives on all the railroads of the State for the nine years from 1871 to 1878, though those years included both the Revere and the Wollaston disasters, or fifty deaths."

This ought to be very comforting to those who are obliged to travel on the railways of our country.

Discoveries more wonderful, resulting in improvements more marked than any yet attained, will doubtless be made; greater speed in motive power, greater safety in the management of trains, and greater comfort awaits the traveler in the coming by-and-by.

The men who have wrought in the past accomplished a good work in their day, but they were mere pioneers preparing the way for far greater achievements, and those who follow later on, will look back with the same feeling of wonder upon our comparatively feeble efforts that we of today do upon the work of our predecessors.

"The good that men do lives after them" as often holds true as the converse maxim embodied in Shakespeare's well-known couplet, and the example and influence of the men who originated and carried out the railway system of this State in earlier years, is shown today in the grand development of that system, and for that reason the names of Henry Farnum, John B. Turner, Roswell B. Mason, William B. Ogden, James Robb, James Frederick Joy, Robert Harris, John VanNortwick, and Charles Goodrich Hammond* will be remembered with gratitude and affection by a people whose interests they so well served; men who, when they laid down their pens, could have well said, as did the prophet of old:

"Show me where I have taken what is not my own and I will restore it."

* Of these distinguished railroad men, Mr. Farnum died at New Haven, Conn., October 4, 1883; Mr. Mason lives at Chicago; Mr. Joy at Detroit, Michigan; Mr. Harris at New York, and has just been elected president of the Northern Pacific Railroad; Mr. VanNortwick at Batavia, Ill., and Mr. Hammond died at Chicago, April 15, 1884. Wm. B. Ogden died in New York, August 3, 1877.

APPENDIX.

Correspondence between Hon. Sidney Breese and Hon. Stephen A. Douglas with reference to the claim of the former to have originated the idea of the Illinois-Central Railroad.

LETTER OF HON. SIDNEY BREESE TO THE EDITORS OF THE "ILLINOIS STATE REGISTER."

[From the *Daily Illinois State Register*, December 28, 1850.]

CARLYLE, Dec. 23, 1850.

GENTLEMEN:—Your paper of the 19th is before me, in which you quote from the Benton *Standard* that I am "out" for the Holbrook charters, etc.; and *you* say that if *I am*, I am *alone* among the delegates from the South. How do you know this? How is it that you are so well acquainted with the sentiments of the Southern members?

I am in favor of accepting the release of the Cairo Company, but at the same time *not* disposed to ride "rough-shod" over the rights of that company or of any other. *I* am for doing justice to all. If that company can make the road in the shortest time, and in the best manner, and without any expense to the State, and offers advantages well secured, over and above all other companies, then I am for it, most decidedly. I am for having the road made, and in the shortest time, and in the best manner, and I care not who makes it. The [Illinois]-Central Railroad has been a controlling object with me for more than fifteen years, and I would sacrifice all my personal advantages to have it made. These fellows who are making such an ado about it *now* have been *whipped* into its support. They are not for it now, and do not desire to have it made because *I* get the credit of it. This

is inevitable. I must have the credit of it, for I originated it in 1835, and when in the senate, passed *three* different bills through that body to aid in its construction. My successor had an easy task, as I had opened the way for him. It was the argument contained in my reports on it that silenced all opposition, and made its passage easy. I claim the credit and no one can take it from me. As for Holbrook and his charters, I care not a straw, but *I am* for doing justice and for making the road. *I doubt whether you are or not.* What right have you, or any others, to denounce the Cairo Company, and endeavor to make it odious and deprive it of its rights? Yours, respectfully,

S. BREESE.

Messrs. LANPHIER & WALKER:—It is my express request that you publish this, with such comments as you may choose.

The *Register* replies editorially, with reference to the questions raised by the letter, and says among other things:

* * * As regards the "credit" which Judge Breese claims for the part he bore in the congressional legislation which resulted in the grant, we have no doubt he will receive his deserts. We have in former numbers borne testimony to his energy and fidelity in endeavoring to secure this grant; but we are not prepared to concede quite all he claims, nor can we believe that such "fellows" as Mess. Douglas, Shields, Wentworth, McClernand, Richardson, Bissell, Young, and Harris were "whipped" into the support of the grant; nor do we believe, nor will any one else, that any of these gentlemen would be gratified to see that great State and national enterprise—the [Illinois]-Central Railroad—defeated, merely that Judge Breese might not get the credit of it. We hardly think the Judge is regarded as of quite as much importance as all that. We hardly think any man living would balance his jealousy of Judge Breese's aspirations against the projected road. We have not space today to go into a consideration of the "credit" which is due to the different gentlemen of our congressional delegations, in reference to this great work.

They no doubt all, with an exception or two, did their duty, and are deserving of praise; and we regret to see one of the number endeavoring to detract from the merits of the rest. The whole subject is matter of history, and a reference to it will ensure to each his due "credit." * * * *

[It was charged that two of the southern members favored the Holbrook charters, but both denied the charge, and there is nothing of record to sustain it.]

LETTER FROM HON. STEPHEN A. DOUGLAS, U. S. SENATOR, TO HON. SIDNEY BREESE.

[From the *Daily Register*, Springfield, Ill., January 20, 1851.]

WASHINGTON, Jan. 5, 1851.

MY DEAR SIR:—I have been amused, interested, and instructed by the perusal of your letter of the 13th ultimo, to the editors of the *State Register*, in relation to the grant of lands for the [Illinois]-Central Railroad. You seem to be apprehensive that "*these fellows, who are making such an ado about it now, and have been whipped into its support,*" will have the presumption to call into question your title to the sole credit of the passage of the grant of land by Congress at the last session. I trust I will be able to convince you that your fears upon this subject are entirely groundless. Whatever injustice may have been done you in this respect, I am sure was unintentional. It is true that when the people of Chicago tendered to Gen. Shields and myself, upon our return home last fall, a public dinner for our supposed agency and services in obtaining that grant, we, in our letter declining the honor, awarded the principal merit to our colleagues of the house of representatives, when the final battle was fought, and mentioned each of them by name as the persons to whom the chief credit was due. I assure you that, had we been aware of the facts, as modestly stated in your letter, that you originated the project in 1835; that you had devoted more than fifteen years of your life to its accomplishment; that you had passed three different bills in the senate in aid of its construc-

tion; that the arguments contained in your reports had silenced all opposition and rendered its passage easy; that you claimed for yourself the exclusive credit, and seriously doubted whether either of the senators or representatives from our State was in favor of the passage of the bill, we should not have committed so great a blunder as to have attributed any portion of the merit to our colleagues in the other house. In order to relieve your mind from all injurious suspicions, and to satisfy you that I have not intentionally done you injustice, I feel it my duty to go somewhat in detail into the history of the measure, and explain the reasons for supposing that others, as well as yourself, had sincerely desired the passage of the bill of last session, and really have contributed, in some degree, to its success.

We entered congress together in December, 1843—you a senator and I a member of the house. On the 27th of that month, you presented a memorial of the "Great-Western Railway Company," praying the right of preëmption for Mr. Holbrook and his associates, to a portion of the public lands over which this contemplated road was proposed to be run. This memorial, on your motion, was referred to the committee on public lands, and on Feb. 23, 1844, Mr. Woodbridge of Michigan, as a member of that committee, reported a bill in pursuance of the prayer of the memorial, "to grant to the Great-Western Railroad Company the right of way through the public lands of the United States, and for other purposes." This bill, if my recollection serves me right, was proposed by yourself, and shown to me before it was reported from the committee. You urged Col. McClernand and myself, and I presume other members of the delegation, to give it our countenance and support; which we declined to do, and gave you our reasons. We insisted, in the first place, that whatever grant was made for railroads in our State, should be conferred upon the State of Illinois, and not upon an irresponsible private corporation. We had no faith in Mr. Holbrook and his associates —none in their ability to make the road—nor in their purpose to make a serious effort for its construction. We believed the object was to enable Mr. Holbrook and his associates to sell

their charter, with the preëmption attached, for a large amount in Europe, where their value or rather their worthlessness was unknown, and then abandon the whole concern. We urged that the effect of the measure would be to suspend the land sales, and consequently prevent the settlement of the country for the period of ten years, without the slightest hope of securing the construction of the road; at the same time that it would deprive us of any chance of providing a grant of land to the State to aid in the construction of that important work. For these reasons, and perhaps others which have now escaped my recollection, we endeavored to impress upon you the inutility of such a scheme, and suggested the alternative of introducing into the senate a bill making a donation of land to the State, to aid the construction of the [Illinois]-Central Railroad.

You declined the suggestion, however, and persevered in pressing your bill for the benefit of the Holbrook Company through the senate upon the ground that a preëmption right to the company would answer all the purposes as well as a grant to the State, and that there was not the least reason to hope that such a donation could be obtained. At the next session, to-wit, on the 12th of December, 1844, you introduced the same bill, or one similar in its provisions, with the exception that you inserted the words "the State of Illinois" instead of the Holbrook Company, as the party to which the preëmption right was to be given. You were kind enough to inform me that you had made this alteration in deference to my opinion and to avoid the objection to making grants to private corporations. This bill, on your motion, was referred to the committee on public lands, and on January 23, 1845, was reported back by Mr. [Wm.] Woodbridge [U. S. senator from Michigan] with an amendment. I can not recollect, nor can I learn from the journal, that you ever moved to take up the bill for action or attempted to pass it.

At the next session, to-wit, on Jan. 15, 1846, you introduced a bill to grant to the State of Illinois certain alternate sections of the public lands to "aid in the construction of the Northern-Cross and [Illinois]-Central railroads in said State." This bill was referred

to the committee on public lands, of which you had become chairman; and on February 24, was reported back by you with certain amendments and accompanied by a special report. I suppose that this is one of the reports to which you refer in your letter, where you say, "It was the argument contained in my (your) reports on it that silenced all opposition and made its passage easy." I add my testimony to your own in respect to the ability of your report and the soundness of your arguments, and am sure that they must have had the effect to silence all opposition; and I only regret that after you had thus "made its passage easy" you should have allowed it to sleep in silence the sleep of death, without ever moving to take it up or asking the senate to vote upon it.

I have carefully examined the journal and minutes, in connection with one of the officers of the senate, and find that the record sustains my recollection, that you never moved to take up that bill from the day you first reported it. At the next session, to-wit, on December 17, 1846, you introduced a bill for the right of way and a preëmption right, omitting the donations to the State, to aid in making the road. This bill was also referred to the committee on public lands, and on January 4, reported back with an amendment, accompanied with a report from yourself. It does not appear, however, that it was ever acted upon by the senate, much less passed, notwithstanding your report "silenced all opposition and rendered its passage easy." I do not regard the failure to urge the passage of this bill a very great misfortune, however, inasmuch as it only would have allowed the State to enter the lands at one dollar and a quarter per acre, upon the further condition that we would make a railroad through them.

I have now brought down the history of this question to the period when I became your colleague in the senate. Although you had introduced several bills at different times, you had never seriously urged the passage of but one, and that was a bill to grant a preëmption right to the Holbrook Company instead of a donation to the State.

The difference between us at this time was precisely the same

it had been during the preceding four years. You were the champion of the policy of granting preëmption rights for the benefit of a private company, and I was the advocate of alternate sections to the State, to aid in the construction of the roads.

During the summer of 1847, after I had been elected to the senate, but before the time had arrived for my taking my seat, I traveled over a considerable portion of the State, and wherever I went I told my friends that I should insist upon a *donation* instead of a preëmption, and that the grant should be made to *the State* in lieu of the Holbrook Company. You can learn, if you will take the trouble to inquire of Hon. Thomas Dyer,* who is now a member of the legislature with you, that in the month of September of that year, I urged him and many other citizens of Chicago to hold public meetings and to send on memorials in favor of a donation of lands to the State, to aid in the construction of the [Illinois]-Central Railroad and in favor of one terminus at Chicago.

It was necessary that the road should connect with the lakes in order to impart nationality to the project and secure Northern and Eastern votes. The old line from Galena to Cairo—parallel to the Mississippi, with both termini resting on that stream—was regarded by our Eastern friends as purely a sectional scheme, calculated to throw the whole trade upon the Gulf of Mexico at the expense of the cities on the lakes and the Atlantic seaboard. By making an additional terminus at Chicago it would connect the lower Mississippi with the lakes, the St. Lawrence with the Gulf of Mexico, and the Upper Mississippi Valley with both. I urged these considerations wherever I went, not doubting that I should convince you of their force when we should meet at the capital. When we arrived in this city I had an interview with you upon the subject, before the two houses were organized, and explained my views to you in full. You treated me and my opinions with kindness and frankness, but at the same time insisted that your old plan of a preëmption right was advisable

* Mayor of Chicago in 1856, and died at Middleton, Conn., June 6, 1862, aged 57 years.

under all the circumstances in preference to a grant of lands to the State. It is but just to you to say that I did not understand you as being opposed to a grant of land to our State; but you had no faith in the possibility of accomplishing it, and therefore thought it idle to make the effort. You were also kind enough to show me a bill which you had already prepared for a preëmption right, and to read to me a very elaborate report which you had written in vacation in behalf of your bill, so as to make it a donation to the State, and to change your report so as to make it correspond with the bill as modified. I assured you that I did not desire to lead in the matter, nor even have my name connected with it; that inasmuch as I was elected for six years, and your reëlection would come on at the end of two years, I was anxious that you should become the author of the measure and take full credit for its success; but that I could not consent to go into a struggle for a thing where success would be defeat, and the attainment of it would be of no manner of service to our constituents. You will doubtless recollect that we had several other interviews upon the subject between that time and the 20th of the month, in which the same points were discussed and the arguments *pro and con* recapitulated without being able to harmonize our conflicting opinions, and it was finally agreed that each should pursue his own course. At length on the 20th of December ('47), you introduced your old preëmption bill and had it referred to the committee on public lands. Subsequently Messrs. Elihu B. Washburne and O. C. Pratt* of Galena called to see me at my rooms at Willard's Hotel, and I explained to them the points of difference between us. They will do me the justice to say, if they recollect the conversation, that I spoke of you in terms of kindness and respect, and regretted our inability to harmonize our action upon this question, as a misfortune which I was anxious to avoid.

I showed them at the same time a memorial which I had just

* Orville C. Pratt was appointed by President Polk one of the judges of Oregon Territory. He was a member of the Illinois Constitutional Convention of 1847. He is now an attorney at San Francisco, Cal.

received from Chicago, in favor of a grant to the State, with a letter from Justin Butterfield, Esq., informing me that active steps had been taken to procure petitions from all parts of the State in support of the application. Those gentlemen were delighted with the movement, and seemed amazed that you should give any other the preference, especially in direct opposition to the instructions of our legislature, which you had presented to the United States senate on the 22d of February, previous.*

They told me that they would call upon you next morning, before the senate met, and urge you to give your support to this plan for the good of the State, in preference to a preëmption for the benefit of the Holbrook Company. I authorized them to say to you that if you would yet change your bill in this respect I would not introduce my own but would support yours, and thus enable you to reap the whole credit of the measure. I still had hope that you would modify your bill and views in this respect, and enable us to act together for the benefit of our constituents.

* On January 9, 1847, Hon. Silas Noble, a senator from the district composed of the counties of Rock Island, Henry, Whiteside, and Lee, presented to the State senate of the 15th general assembly, then in session, "The petition of John Dixon and others, asking the legislature to instruct our senators and request our representatives in congress to pass a law granting to the State a quantity of land to aid her in the completion of the Northern-Cross and [Illinois]-Central Railroads," which was read and on motion of Peter Warren of Shelby Co., referred to the com. on public roads.—*Senate Jour.*, Ill., '47, p. 91.

On the 14th day of the same month, in the same body, "Mr. Noble from the committee on public roads, to which was referred the petition of John Dixon [of Lee Co.] and others, asking the legislature to instruct our senators, etc., reported the following resolution:

"'*Resolved by the Senate, the House of Representatives concurring herein*, That our senators in congress be instructed and our representatives requested to use their best endeavors to procure the passage of a bill similar to the one introduced by Hon. S. Breese at the last session of congress, granting to the State of Illinois a quantity of land to aid her in the completion of the Northern-Cross and [Illinois]-Central railroads.'

"On motion of Mr. Noble, the rule was dispensed with, and the resolution read and adopted."—*Senate Journal*, Illinois, 1847, page 116.

The resolution was afterward adopted by the house, and is published in the laws of 1847, page 172.

On the next day (January 20) about 12 o'clock, when the senate was just assembling, I approached you at your desk under the impression that Messrs Washburne and Pratt had had their interview with you, and again asked you to change your bill into a donation to the State, which you promptly, though in a kind and respectfully manner, refused to do. I then went to my own seat, and in a few minutes introduced my bill for a grant of land to the State, which was then read a first and second time and on my motion referred to the committee on public lands; and on January 24, was reported back without amendment, and on April 19, on my motion, was taken up and, by order of the senate, made the special order for Wednesday, May 3; and on May 4 ('48), on my motion, was considered in the committee of the whole, read a third time, passed the senate by a large majority, and sent to the house for their concurrence.

It must not be inferred from these facts taken from the record that you were opposed to the bill. Such an inference would be unjust as it is unfounded. I recollect distinctly a few minutes after I introduced the bill of seeing you in animated conversation with Messrs. Pratt and Washburne, and that you came directly from them to me, and expressed your regret that I had introduced the bill, and said that you were willing to change your own to suit my wishes. I told you that it was now too late to do that, but as my bill had been referred to the committee on public lands, of which you were chairman, you could take the report which you had prepared in behalf of your preëmption bill, strike out the words "preëmption right" wherever they appeared, and insert the words "grant of lands to the State" in their place, and with a few other slight amendments the report would fit my bill as well as yours. You agreed to this suggestion, and, for the time being, abandoned your preëmption scheme, and on January 24, you reported back my bill, without amendment, accompanied with your report, so modified as to suit its provisions. Fourteen days afterward, however, to-wit, on February 7, you, as chairman of the same committee, reported favorably upon your preëmption bill, and placed it upon the calendar, in competition with

my bill for the grant of lands. I complained of this as being calculated to defeat the donation to the State—that we could hardly expect congress to make our State a donation of lands while one of our senators was urging the passage of a bill to compel the State to pay a dollar and twenty-five cents per acre for them. You disavowed all desire or purpose to defeat my bill, and declared that your only object in reporting your own was to get it upon the calendar, where it could be taken up and passed when mine had been voted down.

I at once acquitted you of any intention or purpose to defeat a grant of land to the State, but attempted to convince you that the pressing of a bill by you, which required the State to pay the full price of the lands, must inevitably defeat the passage of a bill to grant the lands to the State without payment; and even if you succeeded in passing your bill, it could be of no service to us, as the State possessed the right, and had unfortunately exercised it, of entering a large amount of public lands without any such law. You thereupon agreed to let your bill sleep until mine had been voted upon, and luckily the passage of mine, on May 4, rendered yours obsolete. The great battle was yet to be fought in the house of representatives, and there, be it said to the honor of our representatives,* one and all, that each nobly performed his whole duty, although near the close of the session the bill was laid upon the table by one or two majority, and could not be taken up again except by a two-thirds' vote.

This vote in the house of representatives was regarded as decisive of the fate of the bill, and seemed to render it necessary to originate a new bill in the senate and send it down to the house. Accordingly, early in the next session, to-wit, on Dec. 18, '48, I again introduced my bill in the senate, and had it referred to the committee on public lands, and you promptly reported it back without amendment.

* Members of the house of representatives at this time from the State of Illinois were: 1st district, Robert Smith, Alton; 2d district, John A. McClernand, Shawneetown; 3d district, Orlando B. Ficklin, Charleston; 4th district, John Wentworth, Chicago; 5th district, Stephen A. Douglas, Quincy; 6th district, Jos. P. Hoge, Galena; 7th district, Edward D. Baker, Springfield.

In the meantime, our colleagues in the house had succeeded in taking my former bill from the table and having it reinstated upon the calendar to be again acted upon in its order. This circumstance rendered the senate bill unnecessary, and hence it was never called up for action. During this session, after you had been disappointed in your hopes of a reëlection, you came to me and appealed to my courtesy to aid you in passing your old preëmption bill, and stated many reasons personal to yourself, why it was very important that it should pass. I hardly knew how to resist your appeals to my sympathies and courtesy, and was prepared to yield everything which could be done consistently with my duty to our State. But the conviction was irresistably fixed upon my mind that the passage of your preëmption bill would inevitably defeat a grant of land to the State forever, and would destroy all hope of the speedy completion of the [Illinois]-Central Railroad. I expressed these opinions to you frankly, as my reasons for denying your request. You then appealed to me to allow your bill to pass the senate, with the understanding that it would not pass the house of representatives; and you stated your reasons for this request. I told you that I would yield to this, provided I could first be satisfied that there was no danger of the bill passing the house. I then consulted Judge Collamer, the late postmaster-general, who was chairman of the committee on public lands, whether it would be approved by his committee and allowed to pass the house if it came down from the senate. He informed me that in no event could it pass the house of representatives, and being fully satisfied upon this point, by him and others, I informed you of the fact, and consented to the passage of your bill through the senate. Accordingly, on January 31, '49, your preëmption bill was taken up, on your motion, considered in the committee of the whole, and passed the senate. Here your official connection with the subject ceased. You retired to private life, and whatever you may have done since to secure a grant of land to the State is unknown to me.

Neither of the bills alluded to passed the house of representatives at that session, and hence it was necessary to begin anew

at the opening of the next session. In order to secure perfect harmony among our delegation, and to pay all proper respect to the opinions of each, I consulted them all before I introduced the bill. We became satisfied that it was necessary to bring forward the [Illinois] Central Railroad in a bill by itself, disconnected with all cross-roads, in order to secure success. This point being agreed upon, the bill was prepared by Col. [John A.] McClernand and myself, jointly, and two copies made, with the understanding that he was to introduce one into the house and I the other into the senate. On January 3, 1850, I introduced the bill into the senate and had it referred to the committee on public lands. On February 12, Gen. Jas. Shields from that committee reported it back, with various amendments, combined in the form of a substitute. During the whole struggle, he and I acted together cordially, consulting on all points and harmonizing in all our views in reference to it. Of course, it passed and went to the house of representatives. There the great battle was fought, in which every member of our delegation acted a conspicuous and an efficient part. The bill passed and the State now has the means of completing the [Illinois]-Central Railroad. I do not deem it very important to stop and inquire what individual is entitled to the merit of the measure. I will relinquish to you or to any one else who will ensure the speedy completion of the work, in the best manner, all claim to any share in the glory. I will furnish you a quit-claim deed, and permit you to fill up the blanks, and insert the name of the grantee. I only claim to have done my duty, and believe one and all of my colleagues in both houses did theirs. We may have erred sometimes as to the best mode of proceeding, and the means by which the end was to be accomplished, but I do not concur with you, and doubt whether they will, in the amiable sentiment expressed in your letter, that "they are not for it now, and do not desire to have it made, because I (you) get the credit of it."

It may be true, as you state, that "these fellows who are making such an ado about it *now* have been *whipped* into its support," but I have serious doubts whether the impartial public,

after examining the record to which I have referred, will come to the conclusion that the remark is applicable to any of the *present* delegation in congress.

In conclusion, my dear sir, I trust that the facts to which I have referred will not fail to satisfy your mind that in my Chicago letter, and in any other remarks I may have made complimentary to my colleagues, in which you were not alluded to, I did not intend to depreciate the value of your public services, nor to deprive you of any of the credit to which you may be entitled for the grant of land made by congress to our State last session, in aid of the [Illinois]-Central Railroad.

I have the honor to remain, very respectfully, your fellow-citizen and obedient servant,

Hon. SIDNEY BREESE. S. A. DOUGLAS.

LETTER FROM JUDGE BREESE TO SENATOR DOUGLAS.

[From the *Weekly Register*, Springfield, February 6, 1851.]

SPRINGFIELD, Jan. 25, 1851.

MY DEAR SIR:—The exceeding good humor in which your letter to me, as published in the *State Register* of the 20th inst., seems to have been written, has almost disarmed me and greatly diminished the desire I might otherwise have had to reply, and yet, making every allowance for that, duty requires me, in the same vein, I hope, to make some comments upon it. And here permit me to say that, however little interest the public may take in it, in my opinion, it acquires importance from the fact that it contains in its first sentence the only authentic instance on record of your own acknowledgment of ever having been "instructed" by any one at any time.

In the outset, I will candidly confess that, upon the subject of the [Illinois]-Central Railroad, with all its concomitants, I am very sensitive, the more especially since I thought I had discovered a studious endeavor on your part and on the part of those with whom you have acted, to conceal from the public my agency in bringing the measure into favor, and in opening the way for successful legislation in regard to it.

In none of your speeches and letters you, and others who have enjoyed your confidence, have made and written, has there been the least allusion to the part I have acted in the matter, nor in any of the papers in the State, supposed to be under your influence. Seeing this, and believing there was a concerted effort to appropriate to yourselves, exclusively, honors to which I knew you were not entitled, I deemed it my duty, for the truth of history, to assert my claim, and in doing so, have been compelled, much against my will, to speak of myself and of my acts in regard to it. My whole life will show that it is the *first* time I have ever exposed myself to the charge of egotism, and under the influence which actuated me, I may have claimed too much. I did not intend nor do I wish to deprive you and those with whom you are now associated in congress, of one jot or tittle of the praise you deserve; yet you can not have forgotten that until you were elected to the senate, and had determined to take up your residence in Chicago, that neither you nor the members of the house generally, from our State in congress, had, prior to that time, taken the least interest in the passage of any law for preëmption or otherwise, by which the [Illinois]-Central Railroad might be constructed. It was known from my first entrance into congress that I would accomplish that measure in some shape, if possible, and I have the best reasons for knowing, and therefore saying that if the bill reported by Mr. Woodbridge in 1844, granting a preëmption to the great [Illinois]-Central Railway Company, incorporated the year before by the legislature, and which I defended and explained in the senate, and which was ordered to be engrossed and read a third time, by a vote of 20 to 9, and finally passed that body, on May 10, had been taken up in the house, and the least exertion made to pass it, it would have become a law, and the road be now made without one dollar of expense to the State. I did not myself prefer that the grant should be made to the company, but to the State; but at that day, with those then in power, it was deemed the best that could then be had. At the next session, without any consultation with you or with any other, not supposing you then to be very favorable to the project,

I introduced a bill making the grant to the State, which was reported by Mr. Woodbridge, the chairman of the committee on public lands, late in January, 1845, with amendments; and it being the short session, no opportunity occurred to call it up and pass it, nor did it seem necessary, on account of the supposed indifference of the members of the house upon the subject. Having made the preëmption bill of 1844 an entering wedge, and familiarized the senate in some degree to the consideration of the importance of this road, by the discussion to which it gave rise, and having been in the meantime elected chairman of the committee on public lands, with a majority of my own party, friends as associates, I did, on January 15, 1846, ask and obtain leave to bring in a bill to grant to the State of Illinois certain alternate sections of public lands, to aid in the construction of the Northern-Cross and [Illinois]-Central railroads in said State, which was referred to the committee of which I was chairman.

On February 24, '46, I was instructed by the committee to report it with amendments, and submitted a long report, accompanied with explanatory tables. This report urged the importance of the construction of the Northern-Cross Railroad to Quincy, as well as that of the [Illinois]-Central Railroad. I found even in this no sympathy with our members in the house, save perhaps Mr. Hoge and Mr. Baker, and no encouragement to persevere, and no favorable comment to call it up in the senate for its action, as the minds of that body and of the Nation were much occupied and highly excited by the Mexican war, recognized to exist in May of that year, inducing every patriot to forego local measures for those of a more national character. I was charged, too, at that session with the "bill to reduce and graduate the price of public lands," which I had introduced on Dec. 15, '45, and which I could not get leave to report back until May 7, '46.

This bill was in conformity to the recommendation of the treasury department, but was amended by a substitute presented by Mr. Calhoun, on consultation with me and with my approbation, and which finally passed the senate by yeas, 25, nays, 19.

I was also charged with the bill, which I had introduced, "declaring the assent of congress to the State of Illinois to impose a tax upon all lands hereafter sold by the United States in that State from and after the time of such sale," which became a law on Jan. 7, '47, after changing it so as to make it applicable to all the new states, and was taking an active part in all the measures deemed necessary to a successful prosecution and termination of the war. I had confounded these bills with the [Illinois]-Central Railroad bill, and writing "without the book," erroneously stated. I had procured the passage of a railroad bill in '46.

If your zeal was so fervent then, and your desire to obtain a grant of land for this great enterprise, then matured, why did you not, or some one of your colleagues, introduce into your house a bill looking to this object, and urge with your acknowledged ability and ardor, its passage? If you on that day disliked my mode for a preëmption, and not the whole scheme, it would not have been at all discourteous for you to introduce a bill into your house for a grant, and you knew me well enough to know that if you had passed it through the house, I would have left no nerve unstrained to produce a like result in the senate, since, without vanity, I may be permitted to say that no measure favorable to Illinois was lost in the senate whilst I was a member. At least I do not recollect one.

About this time, as I have always thought, by the extensive circulation of my reports, of which I had extra copies printed in great numbers, at my own expense, the public saw more clearly the importance of this great work, and demanded more zeal in its favor than our members in congress had generally exhibited. It was in this year ('46) you were canvassing for the place you now hold, and which, permit me to say, you fill with most distinguished ability; and your travels led you among my friends in the southern part of the State, who were all alive to this great measure. My report in favor of a grant of alternate sections had reached them in the spring of that year, and had been read by them, and it was a strong horse for you to ride in the campaign.

You might well tell them you were for absolute grants and not for preëmptions. I had reported in favor of the former, and I am told by them that you praised my report and pledged yourself to aid me all in your power to obtain a grant of land, not for a road to Chicago, but for this old [Illinois]-Central Railroad. You received their votes for the senate and was elected. You will recollect that my bills, all of them, established the roads on the routes defined by our internal-improvement system of '36 and '37, on which the State had expended such large sums of money; and that fact was a strong argument, as I thought, in my report. In 1847, you made choice of Chicago as your home, and, as I understood, purchased a large amount of property there. Now neither of my bills touched Chicago; they confined the roads to the old routes—the [Illinois]-Central Road, as then understood, from Cairo, by Vandalia, Shelbyville, Decatur, Bloomington, Peru, and Dixon, to Galena. A new light broke in upon you when, in conjunction with Mr. Butterfield and others intrusted in Chicago, a great movement was set on foot to disturb my plans and to change the route of the [Illinois]-Central Railroad, so as to make it run to Chicago and thence to Galena. You can not have forgotten how much surprised I was when you informed me of your intention, after you had taken your seat, in December, '47, to bring forward this proposition, how earnestly I urged upon you, while admitting the importance of the change, an adherence to the old plan, and how sanguine I was if we could get but a preëmption the road would be made—that parties were then in Washington, from other new states interested in railroads, who had repeatedly declared to me that they would rather have a preëmption for ten years, on all the land within six miles of the road, than an absolute grant of one-half, with the price of the other half raised to two dollars and fifty cents per acre—that by your course we would disappoint the expectations of all those who had hoped, at some time, to see the Central Railroad, as then known and called, completed, and that I thought it was extremely hazardous, but that if you preferred it, instead of asking for a preëmption, I would shape my bill, which was then before my

committee, having been referred on Dec. 20, so as to make it an absolute grant, and change my report accordingly, which, by the way, I had not drawn up "in vacation," but had prepared in my committee-room.

The matter remained in this condition during a month, and during the interval, those memorials, which you yourself were instrumental in getting up, and prepared by Mr. Butterfield, as I always understood, came to you, which you presented to the senate when, on Jan. 21, '47, you asked and obtained leave to bring in a bill. So soon as you had done this, you came to me, and at your request, we went together to my committee-room; and seeing you determined to effect a change, and that if we were divided in the senate, we would get nothing, I consented, to prevent such a result, to forego all my own cherished plans and purposes, so that we might act in harmony by uniting on something, claiming equally the support of both. Influenced, as I then supposed, by this consideration, you sat down at my table, and taking a copy of one of my "old bills" to grant to the State certain alternate sections for the Northern-Cross and [Illinois]-Central Railroad, which I had reported in January, '46, we together altered it so as to embrace in the 1st section a road from Chicago to the Upper Mississippi, and in the 2d section the road from Cairo to Chicago, "on the most eligible route," and in this form I reported it three days afterward to the senate, accompanied by a report, which I had taken great pains to prepare, and which Hon. John J. Crittenden said to me was the only report he had read that session, and that he would make a speech for the bill, which he did do and which I always believed gained it many friends and ensured its passage.

For harmony and to avoid distracted councils, I yielded much to you at the risk, too, of losing many friends who were deeply interested in the other route. At this very time, too, you will remember, I showed you a great number of memorials, then before the committee, and to which I alluded in my report; one signed by the then governor of the State, our present governor, and many if not all the members of the convention then assem-

bled to amend our State constitution, and by other citizens of the State, all praying that the right of preëmption to these lands might be granted to the Great-Central Railway Company, a corporation which, once the great favorite of the State, you have succeeded in rendering quite odious now. I had then, in yielding to you, disregarded the prayer of our worthy governor, the members of the convention, and of the most influential citizens of our State, in different parts of it, merely for harmony and to have your aid in favor of a project to which, not being mine in all its parts, you had, for the first time having become interested in Chicago, manifested the least concern, so far as I know or believe. How far and by what agency you may be considered to have been "whipped into its support" I will leave for others to say, although I did not intend that expression in my letter to the *State Register* for you or your colleague; for I will do him the justice to say he has ever been a friend of the [Illinois]-Central Railroad. This bill went to the house on May 4, heavily loaded, as you may remember, by an amendment pressed upon us by Mr. Hubbard of Connecticut and other Eastern members, with the assurance that it would give the bill strength in the house. There it was referred to the committee on public lands, of which Mr. Collamer was chairman, and by that committee referred to a subcommittee, consisting of Mr. [Alexander] Evans of Maryland and Mr. McClernand of this State.

While it was reposing in quiet with that committee, I was informed by two of our members, who began to take a great deal of interest in the bill, that all the members of our delegation, save one, had joined in a letter to the committee, requesting them to report the bill without amendment, and at an early day; but so it was, when the bill was reported back late in July, the day of the adjournment *sine die* having been fixed (if I do not forget) for August 14, it came to the house with another amendment, making an equal grant of land for a railroad to the [Illinois]-Central Railroad from Mt. Carmel.

In the meantime, between May 4 and the report from the house committee, so long delayed, other bills of a similar char-

acter had passed the senate and were in the calendar of the house, and I think had obtained precedence of our own, and when it was called up for final action, it was laid on the table for want of four votes. All the circumstances attending this bill have satisfied me that had the committee of the house reported it within a month, even after the time it was referred to them, and without amendment, it would have become a law. I always thought, and still think, it was not considered advisable to pass such a bill, or any bill by which the [Illinois]-Central Railroad should be made, while I was in congress; for, notwithstanding the affected incredulity which you manifest, I have been always regarded, as the truth most unquestionably is, as the originator of this road. Its history is short and I will give it.

While I was the judge of the second judicial circuit, during the October term, '35, at Vandalia, I published the following letter:

[For letter see page 16.]

This letter was followed by public meetings along the line, and was favorably commented on by the press, especially by the *Sangamo Journal*, then, as now, published here. The friends of this road wished you to perceive to identify it with the canal and by a united and vigorous effort, carry both measures. The canal was the only public work then contemplated by our State, and I proposed a union of the North and South on these two measures —the canal and the road. At the called session of the legislature, which followed it in '35–'36, I found Mr. Holbrook at Vandalia, then a stranger to me, endeavoring to procure charters for manufacturing purposes, as I understood. Perceiving him to be a man of great intelligence and expanded views, I unfolded my plans to him, and seizing upon the project which had been started in 1818, to build a city at the mouth of the Ohio, which the projectors, Gov. Bond and others, had then denominated "Cairo," he fell into my views, and being a man of great energy, proposed the formation of a company to construct the road and build the city. In the meantime, the friends of the road in the legislature,

among whom was Mr. Murphy, the present member from Perry, and Judge Thomas of Morgan, now also in the house, attempted and came near succeeding to attach it to the canal bill, and promising the credit of the State for $500,000 to each. Defeated in this by a few votes, its friends then asked for a charter, which the legislature readily granted,* and application was at once made to congress for the right of way and a preëmption. The memorial was referred to the committee on public lands of the house, from which Mr. Casey, now of our house of representatives, made a very able and favorable report, which was extensively read and circulated. And here let me say that if the legislature had then attached our road to the canal, and lent to each the credit of the State, then, unimpaired, for one-half million of dollars, we would never have been involved in the embarrassments of the internal-improvement system, which was adopted at the next regular session, '36–7, and of which you was a member, and for which you voted. I do not censure you nor any other man for so voting. You were carrying out the will of the people, as loudly, aye, clamorously, expressed by them, and are no more responsible for the consequences than the instrument by which a deed is done. It was the act of the people, a frenzy you may call it, which neither you nor I had the means of resisting. On the establishment of this system the State applied to the company to surrender its charter, after the company had, at great expense, procured the service of its president, A. M. Jenkins, Esq., then speaker of the house, and of Mr. Holbrook, to proceed to Washington to assist in procuring the preëmption. This the company readily did, on the pledge of the State that the road should be made from Cairo, through Vandalia, Shelbyville, Decatur, and Bloomington, to Peru, and thence to Galena. We all know the fate of the system, and after an expenditure of more than one million of dollars on this road, it was abandoned.

Immediately upon this, as an act of sheer justice, the State at once incorporated the Great-Western Railway Company, in

* Laws of 1836, page 129.

'42–3, and from the day I first broached the subject, to this day, I have not ceased in my efforts to accomplish the object. You smile and make a feeble attempt to ridicule my proposition for a preëmption, and charge me with being the champion of it, while you are striving for a better plan of absolute grants, when I preceded you in that as well as every other effort. It was thought advisable to commence with asking a preëmption, merely making that an entering wedge to something better. Every such measure must have a commencement. Do you know that the first grant for our canal was but 90 feet on each side of it? and I well recollect our senators and members in congress claimed credit at that day for achieving so much.

This little ninety feet swelled in a few years to an absolute grant of many thousand acres, as did my modest application for a preëmption swell to a grant of millions after a struggle of more than six years. After the failure of this bill in the house, I did as you state again present my bill for a preëmption on the old route, so that it should be no interference with the bill then on the table of the house, and which its friends expected to be able to call up again.

In case they should not succeed, I was determined the preëmption bill should pass the senate and be before them to be treated as they might determine. It did pass the senate without opposition on January 31, 1849, and slept the sleep of death in the house. You make me smile when you speak of my appeals to your courtesy to let my bill pass, and of your resistance until you had ascertained from Mr. Collamer that it could not possibly pass the house, and that such was my understanding that it should not. Here you leave your readers to infer that he was hostile to it, and did not approve the plan, and that I was not sincere in my efforts to make the bill a law. This does me great injustice. I was never more sincere in my life, and never had a greater desire to accomplish an object than I had that, and it does seem to me, as the bill for an absolute grant had failed to become a law, a proper regard for the interests of your State should have prompted you to aid in passing the preëmption, for it was *something*—many very sensible men thought it a great boon.

If it did not suit the purpose, the way was open to change it into an absolute grant, and this was part of my plan. I do not think, my dear sir, you acted with your usual sagacity in making opposition to it, which I learned by your letter, and for the first time, you did make. Men of shrewdness and good calculation often said to me they hoped I would get my bill through, as they preferred it to a grant on the terms proposed. An agent of one of the southern roads often expressed this opinion to me, and I did think I should have achieved some good to my State by it. Even the passage of such a bill was considered doubtful, as the following letter to the *Chicago Democrat* will show:

"*The Railroad Bill—Amendments to it.*

"WASHINGTON, Jan. 31, 1849.

"The Railroad Bill, introduced from the committee on public lands by Judge Breese, has just passed the senate as modified by him. The bill embraces the preëmption right only. As the bill is not printed as it passed, I will write you soon particularly as soon as I can see it. There is such a vast number of similar applications from all the states of the Union where there is public land, that I have doubts of the bill even in its preëmption form. Unknown and unsuspected by me, the bill of last session was so changed as to move the road from Peru to Galena, with a branch to Chicago from Galena."

The writer of this letter did not know that the bill of the former session left out Peru, Dixon, etc. Mine of 1849 restored them. To show that Mr. Collamer was not opposed to my bill, I refer to a bill which he drew up and, on consultation with me, agreed to introduce into the house, whilst I should present it to the senate. This I did, and it was passed without opposition on Feb. 13, 1849, and sent to the house.

Mr. Collamer's bill in the house was attacked most furiously by Mr. Vinton of Ohio, and defeated, and the senate, fearing they had been hasty, sent to the house for my bill, and on its return could not be again reached. Mr. Collamer stated to me he had no doubt the principle of that bill would be the policy congress

would adopt in regard to the appropriation of the public lands for roads and canals, and I am not sure it would not be the best policy. I much fear raising the price of the reserved lands to two dollars and fifty cents per acre will occasion clamor, yet I voted for it, and advocated it, though never satisfied with it.

The following is the bill referred to:

"*In the Senate of the United States, February 1, 1849.*

"Mr. Breese, from the committee on public lands, reported the following bill, which was read and passed to a second reading:

"A Bill to grant the right of way across the public lands, and to dispose of said land in aid of the several states in the construction of railroads and canals.

"*Be it enacted by the senate and house of representatives of the United States of America in congress assembled*, That whenever any state in which public land is situated have, or shall authorize the construction of any railroad or canal, and the route of the same shall have been surveyed and returned to the secretary of the treasury, the right of way on said route, so far as the same is situated on the public land, be and the same is hereby granted for said purpose; and also the right to take stone and timber and materials for said erection on any of the public land adjacent, so long as said land is unsold; and the land for the space of one hundred feet on each side of the middle of said route shall be and remain for that purpose, so long as said canal or railroad is sustained.

"SECTION 2. *And it is further enacted*, That when the survey of said route shall have been returned to the secretary of the treasury, he shall, at the request of the governor of said state, preserve from public sale all or so much of the public lands within ten miles of said route, as said governor, by direction of the legislature of said state, shall request and the same shall be retained for said state, and shall be sold and conveyed to said state or to whoever said state shall direct, at and for the minimum price per acre, in such quantities and at such times as said state shall desire, in aid of said construction. *Provided, nevertheless,*

That said route shall be so surveyed and returned, and said land so reserved, within three years from the passing of this law; and all of said land not actually so purchased and paid for by said state, within ten years from the passing of this act, shall be subject to sale and private entry in the same manner as if the same had not been reserved. *And provided further*, That this shall not extend to any land but such as is subject to private sale at one dollar and twenty-five cents per acre; and nothing in this act contained shall be so construed as to grant to any state such right of preëmption to any land heretofore set apart or reserved for schools, nor to any public land which may have been reserved by the United States for military or other public purposes, nor to mineral lands, nor to any to which a right of preëmption may previously have been acquired by any person or persons."

It is true, you again, on Dec. 18, 1848, introduced your bill, which I reported back the next day, accompanied by a report and map which I had caused to be prepared. I did pass my preëmption bill for the [Illinois]-Central Road on the old route, but can not agree with you that "it is well it did not become a law." I never can think so. I have every reason to believe that if, in the first place, the State had not interfered, in 1837, to obtain a surrender of the charter of the Illinois-Central Railroad Company, a preëmption would then have been granted and the road completed long since. So in the second place, after the incorporation of the new company in 1843; if my efforts had been properly seconded in the house, to grant a preëmption, it would now be in use and the State deriving a handsome revenue from it. I was never more earnest in my life than I was to pass the preëmption bill, and could have had no understanding with you or anybody else, it should not pass the house. Candor compels me to say, however, that I never believed that, or any other bill for the [Illinois]-Central Railroad, which I might favor, could pass the house with the consent of a majority of our representatives. In the passage of the present law I had no share, nor have I claimed any, but you know that I know how it was passed. As great as may be the credit to which you are entitled, and I will

not detract from it, you know that it received its most efficient support in the house from a quarter where neither you nor any of your colleagues, save one [John Wentworth] had much, if any, influence. It was the votes of Massachusetts and New York that passed the bill, and you and I know how they were had.* I venture to say the much-abused Mr. Holbrook and Col. Wentworth contributed most essentially to its success. But your claim shall not, with my consent, be disparaged, nor those of your associates.

I will myself weave your chaplet and place it with no envious hand upon your honored brow. At the same time, history shall do me justice. I claim to have first projected this great road in my letter of October, 1835, and in the judgment of impartial and disinterested men that claim will be allowed. I have said and written more in favor of it than any other. It has been the highest object of my ambition to accomplish it, and when my last resting-place shall be marked by the cold marble which gratitude or affection may erect, I desire for it no other inscription than this: that he who sleeps beneath it projected "the [Illinois]-Central Railroad." I have thus, my dear sir, in the few spare moments allowed me from my public duties, and I hope in as good humor as you have manifested, commented on your letter. "Let there be no strife between us." We have the land and I am doing all I can, in my present position, to get the road made, and that speedily, and it will gratify you to know the prospect is very flattering—so much so as to relieve you and all our friends from any apprehension of being sent to Europe to spend a year or two in hunting up the "bond-holders" to make it.

With high regard, your obedient servant,

SIDNEY BREESE.

Hon. S. A. DOUGLAS,
U. S. SENATE.

* See Wentworth's "Congressional Reminiscences," (No. 24 FERGUS' HISTORICAL SERIES), pp. 39–42.

SENATOR DOUGLAS' REPLY TO JUDGE BREESE.

[From the *Daily Register*, Springfield, March 13, 1851.]

WASHINGTON, Feb. 22, 1851.

SIR:—Notwithstanding my repugnance to every description of personal controversy, I feel constrained to notice a few points in your letter of the 25th ultimo, addressed to me through the columns of the *State Register*. You have evidently become conscious that some apology was due to the public for your strange and unprovoked attacks upon my colleagues and myself in our absence, in reference to the grant of land by Congress to our State last session. By way of excuse for the injustice you have done us, you urge that in my speeches and letters on the subject I have attempted to deprive you of all credit for any participation in the matter. What speeches and letters do you refer to? I am not aware that I have ever made a speech upon the grant of land for the [Illinois]-Central Railroad since the bill passed. When in Springfield, last November, the newspapers of that city announced that I would address the people the next night upon that subject, but I was deprived of the opportunity of doing so by indisposition, and consequently made no speech. You must have been endowed with a genius not only prophetic but romantic, to be able to divine what I would have said in the event I had spoken; and then, assuming the speech to have been made, to construe it into a depreciation of your public services. But how is it with the letters which you assume that I have written, prejudicial to your claims? I am not conscious of having written prejudicial to your claims. I am not conscious of having written but one letter in which the grant of land for the [Illinois]-Central Railroad was alluded to, and that was a joint letter of General Shields and myself, declining a public dinner tendered to us by the people of Chicago for our services during the last session of Congress in procuring the passage of measures favorable to the local interest of our State. The invitation was in terms confined to measures passed at the last session, and of course our reply did not extend beyond that period.

We made no allusion to you, for the reason that you were not

a member of that Congress. We did allude to our colleagues of the house and attribute the chief credit to them, because in the house of representatives the great battle was fought. Your statement, therefore, that in my speeches and letters I have attempted to deprive you of any credit to which you may be entitled, is shown to be entirely without foundation. I have made no attack upon you, preferred no charge against you, made no allusion or reference to you in any speech or letter of mine prior to the publication of your three letters against my colleagues and myself.

I have claimed no merit, no credit for myself in connection with the grant of land. I have only done what I conceived to be my duty, and was content to remain silent and leave the people to award credit where credit was due, without thrusting myself before them with the declaration that "*I* was the father of the [Illinois]-Central Railroad—that *I* originated it in 1835, and have devoted fifteen years to its accomplishment—that *I* passed three different bills through the senate for its construction—that arguments in *my* report silenced all opposition and rendered its passage easy, and that all my colleagues were opposed or indifferent to the measure." I made no such pretensions for the reason that truth and self-respect forbid it in me, as they should have done in any other man who was ever honored with a seat in the senate of the United States. In your last letter, reviewing and presenting to the public all your services in behalf of the [Illinois]-Central Railroad, you conclusively establish two facts, neither of which was denied, and which I trust no one will hereafter dispute:

1st. That in the year 1835 you did actually write a letter to John Y. Sawyer* in favor of the [Illinois]-Central Railroad.

2d. That during your senatorial term you attempted, without success, to procure a preëmption right to D. B. Holbrook and his associates, instead of a grant of land to the State of Illinois, to aid in the construction of the road.

Upon these two facts, according to your own showing, depend all your claims to be considered the father of the road and the author of the grant of land by congress at its last session.

* See note to Sawyer in lecture, page 16.

The fact that you wrote the letter has never been questioned; that you have rendered any other aid (except the unsuccessful attempt to secure the preëmption to Holbrook) you do not now pretend. Others labored for it in the legislature and voted for the bill under which the work was originally commenced, and one million of dollars expended in its construction. Of these you were unfortunate enough in your letter to prove that I was one, and you might have added that several of my colleagues whom you now charge with being opposed to the road, were also members of that legislature, and voted for it.* We were entitled to no credit for our support of the measure, for, as you justly remark, the people were all for it, and we only carried out the wishes of our constituents. And yet, according to your statement, I voted for it and you wrote a letter in favor of it, and from these facts your logical mind draws the inference that I was opposed to it and you were the father of it. I shall not attempt a reply to this argument. I admit you wrote the letter, I read it at the time, and have perused it again in your letter to me. The first sentence is so pertinent to our present inquiry that I can not forego the pleasure of quoting it for your especial benefit. It is as follows:

"VANDALIA, October 16, 1835.

"JOHN Y. SAWYER, Esq.,

Dear Sir:—Having some leisure from the labors of my circuit, I am induced to devote a portion of it in giving to the public a plan, the outline of which *was suggested to me by an intelligent friend in Bond County*† a few days since by which the North may get their long-wished-for canal and the southern and interior counties a channel of communication quite as essential to their prosperity."

* John A. McClernand, Wm. A. Richardson, and Ed. D. Baker of the house and James Shields of the senate were members of the 31st congress, 1849–51, who were members of the Illinois house of representatives in 1837, and colleagues with Mr. Douglas when the building of the [Illinois]-Central Road was undertaken by the State.—J. H. G.

† The "friend from Bond County" was in attendance on the session of the legislature at which this letter was published, lobbying in favor of the

Thus it appears that you kindly consented to call the attention of the public to "A PLAN, THE OUTLINE OF WHICH WAS SUGGESTED TO (YOU) BY AN INTELLIGENT FRIEND IN BOND COUNTY A FEW DAYS SINCE." How is this? The father of the [Illinois]-Central Railroad, with a christian weakness worthy of all praise, kindly consents to be the reputed parent of a hopeful son, begotten for him by an intelligent friend in a neighboring county! I forbear pushing this inquiry further. It involves a question of morals too nice—of domestic relations too delicate—for me to venture to expose to the public gaze!

Inasmuch, however, as you have furnished me with becoming gravity the epitaph which you desire engraved upon your tomb, when called upon to pay the last debt of nature, you will allow me to suggest that such an inscription is a solemn and sacred thing, and truth its essential ingredient. Would it not be well, therefore, to make a slight modification, so as to correspond with the facts as stated in your letter to Mr. John Y. Sawyer, which would make it read thus in your letter to me:

"*It has been the highest object of my ambition to accomplish the [Illinois]-Central Railroad, and when my last resting-place shall be marked by the cold marble, which gratitude or affection may erect, I desire for it no other inscription than this:* HE WHO SLEEPS BENEATH THIS, VOLUNTARILY CONSENTED TO BECOME THE PUTATIVE FATHER OF A LOVELY CHILD, CALLED THE [ILLINOIS]-CENTRAL RAILROAD, AND BEGOTTEN FOR HIM BY AN INTELLIGENT FRIEND IN THE COUNTY OF BOND."

So it appeared that you had about as much to do with originating the measure as one of our phonographic reporters in the senate had with the authorship of Clay's speeches on the com-

charter which was afterward granted to the present company. A letter is published in the *Daily Register* of January 31, 1851, from him to the governor, asking that worthy to endorse a statement which he publishes therein, that Illinois congressmen were all pledged that the State would change her policy in regard to cross roads when the grant was secured. Mr. William S. Wait (see note on page 16) was an ardent and helpful friend to the road in all stages, and is by Judge Breese conceded to have originated the idea.

promise, which he reported and prepared for the press. For the eight years succeeding the date of your letter to Mr. Sawyer, to-wit: from the winter of 1835-6 until the session of 1843-4, you do not claim to have made the slightest effort in behalf of the road. I presume that your inaction, not to say indifference, during the whole of this period is to be accounted for by the fact that every citizen of the State was in favor of the measure, and hence no special effort was required from any of its friends.

We have now reached that point of time when, in Dec., 1843, you made your first attempt to secure a preëmption to Holbrook and his partners. Since the fact has been established by your own testimony, that the [Illinois]-Central Railroad was originated by an "intelligent friend in Bond County," it may be inferred that you rest your claims to be considered the "father" of the measure upon the assumption that you were the first to bring forward the proposition for a preëmption to the company. I have no interest or desire to deprive you of the exclusive credit of originating that scheme; nor should I have called your claim in question, had you not stated the fact in your last letter that Gov. Casey, while a member of congress from our State, and as a member of the committee on public lands several years before either of us was elected to the senate, "made a very able and favorable report for the right of way and a preëmption, which was extensively read and circulated."

He having failed in his effort, you followed in his footsteps, and renewed the proposition with a like result. Whether this unsuccessful effort to carry a measure which Gov. Casey originated makes you the father of the [Illinois]-Central Railroad, I leave others to determine.

You now accuse me, in connection with Mr. Butterfield* and

* Justin Butterfield, born in Keene, N. H., in 1790, arrived in Chicago in 1834; was one of the most prominent lawyers of the State; was appointed U.-S. district attorney in 1841, which he held till President Polk was elected; was appointed, June 21, 1849, by President Taylor, commissioner of the general land-office, which he held until when he was compelled on account of ill-health to return, and died at his home in Chicago, Oct. 23, 1855.—G. H. F.

other citizens of Chicago, whom you allege have acted under my advice, of having "set on foot a great movement in 1847 to disturb your plans," by insisting upon a grant of land to the State instead of a preëmption for the benefit of the Holbrook Company, and making one terminus of the road upon the lakes, which was deemed essential in order to impart nationality to the scheme and to secure Northern and Eastern votes for the measure. I shall interpose no denial, nor attempt to refute the charge. The facts set forth in my letter to you sustain the truth of the material allegation for which you have arraigned me before my constituents in my absence.

I rejoice that we have been able at length to agree in reference to the real point at issue between us; that your "plans" which I am accused of having "disturbed" did not contemplate a grant of land to the State of Illinois—that your "plans" did not contemplate a terminus at Chicago, which would connect the whole lines of lakes with the Mississippi, the St. Lawrence with the Gulf of Mexico; which would commend the measure to congress as a great national work, and secure votes from all portions of the Union; that your "plans" which I am accused of having "disturbed" only contemplated a preëmption for the benefit of Mr. Holbrook and his partners, in which the State was to have no interest and about which there was not even an odor of nationality to commend it to the favorable consideration of congress; a "plan" which contemplated a stupendous private speculation, by enabling the Cairo Company to sell their chartered privileges in England for a large amount of money, and then abandon the concern without making the road. I do not deny the truth of your charge that I did "disturb" your "plans" in this respect by insisting that the grant should be made to the State of Illinois, and that one terminus of the road should be upon the northern lakes, for the reasons which I avowed at the time and have never wished to conceal.

I will not waste time nor offend against the common-sense of my constituents by a formal reply to that portion of your letter which attempts to show that a preëmption would have been better

and more effectual than a grant. I can well conceive that it might prove better for Mr. Holbrook and his partners, and more effectual for their schemes of speculation for them to have had a preëmption than for the State to have had a grant; but I apprehend that you will find it difficult to convince any citizen of Illinois who was not a partner in the speculation that it was better for the State not to have the lands than to have them, or to be required to pay a dollar and a quarter an acre for them, instead of receiving them for nothing under the act of last session. The declaration in your last letter that "in the passage of the present law I had no share, nor have claimed any," has taken me, as I doubt not it did the public, entirely by surprise.

If the letters, published by you just before the meeting of the legislature, had been understood as placing you in the position which you now assume, disclaiming all credit or responsibility for the grant of land to the State, and for the branch road through the eastern counties to Chicago, and predicating your claims exclusively upon the superior merits of your old preëmption scheme for the benefit of the Holbrook Company, I should have been contented to have remained silent and let the people judge between us. It was this Chicago branch (which you now repudiate) connecting the main road with the various lines in progress of construction, from Philadelphia, New York, Boston, and Portland, as well as the great chain of lakes and the St. Lawrence, which secured the votes we obtained from Pennsylvania, New York, and New England. When you speak of the services rendered us by Mr. Holbrook in securing the grant, you should have told in what it consisted. He did render an essential service, and it consisted in absenting himself from the District of Columbia during the whole struggle, and in the execution of a release, surrendering all his chartered rights and interests in the road to the State, so as to enable us to cut loose from the odium which attached to his name and his operations. I felt grateful for this service, for without it the bill could never have passed. I was under the necessity of giving the positive and solemn assurance to the senate, as the debates will show, that such a release had

been executed, and that he no longer had any interest in or connection with the road, before the bill could stand the slightest chance of passing that body; and my colleagues of the house will inform you that they were compelled to give the same assurance, over and over again, to their brother members before their votes could be obtained for the measure. I felt kindly to Mr. Holbrook for having thus surrendered his charters and withdrawn himself from the scene of action, and remaining in New York an idle spectator, for the purpose of enabling us to secure the grant of land to the State; and this good feeling would have continued had he not subsequently attempted to resume his charters, seize upon the grant of land, and despoil the State of all she had received, and dishonor the delegation by falsifying the pledges which had been given to induce congress to pass the bill.

The causes and objects of these attacks upon my colleagues and myself, by you and Mr. Holbrook, are well understood. We happen to know who wrote and whose money paid for the articles published in the New York and Philadelphia papers, traducing Gen. Shields and myself, and lauding you in terms which would put to the blush the letters published over your own signature.

I shall make no reply to your charge that my colleagues and myself, during the six years you were in the senate, were opposed to the [Illinois]-Central Railroad, or indifferent to its success. The records of congress speak for themselves upon this subject, and are quite as authentic and truthful in their statements as your letters to the public, arraigning the conduct and impugning the motives of every man who was associating with you in the public service.

You tax the credulity of the people of Illinois too heavily when you call upon them to believe that James Semple, John J. Hardin, Robert Smith, John A. McClernand, Orlando B. Ficklin, John Wentworth, and "*perhaps* Mr. Joseph P. Hoge and Col. Edw. D. Baker," were opposed to an improvement so intimately identified with the prosperity, happiness, and glory of our State; and the idea becomes no less ludicrous than amusing when you intimate that this alleged opposition had its origin in jealousy of your

distinguished position in the senate and before the country.

In conclusion, I may be permitted to remark that I fully understood the cause and the point of time when you and Mr. Holbrook suddenly turned your applause, of my conduct in connexion with the [Illinois]-Central Railroad, into bitter denunciation and misrepresentation. One of the causes I have already alluded to; the other I forbear to mention, as it has no intimate connexion with this subject. It may be fairly assumed that the time was not many weeks after the death of President Zachary Taylor, when the telegraph had announced that your "friends", Mr. Thomas Corwin, Mr. James A. Pierce, Mr. John J. Crittenden, and Mr. Daniel Webster were associated with Mr. Millard Fillmore in his cabinet. If I did not comply with your wishes in the one case, I assure you that my refusal was not prompted by any unwillingness to promote your interests whenever I could do so with propriety; and in the other, you and Mr. Holbrook both mistake my motive for maintaining the rights of our State in preference to the interests of private individuals. But enough of this. Your letters have produced no unkind emotions in my bosom and I therefore heartily respond to the concluding sentiment in your last epistle, "Let there be no strife between us."

I have the honor to remain, very respectfully, your obedient servant, S. A. DOUGLAS.

Hon. SIDNEY BREESE.

THE OLDEST RAILROAD IN ILLINOIS.

[Revised from the *Chicago Tribune*, Dec. 26, 1881.]

SPRINGFIELD, ILL., Dec. 25, 1881.

The State of Illinois has more miles of railroad (8500 in round numbers) than any other state in the Union. The expansion and extent of this immense interest makes it exceedingly interesting to go back to the early history and crude efforts in this direction, forty-four years ago, the data for which have been lately gathered in the railroad-and-warehouse commissioners' office at Springfield, by its secretary,* who prepared this article:

The first railroad built in this State, or, indeed, the Western States, was called the Northern-Cross Railroad, from Meredosia, on the Illinois River, to Springfield. It was part of the grand internal-improvement system of the State adopted Feb. 29, 1837. This embraced the building of seven distinct lines of railroad, which, with the estimated cost, were as follows: 1. The Central, from Cairo to Galena, $3,500,000. 2. A branch of the same from Hillsboro to State-line, east, $650,000. 3. A Southern-Cross Railroad, from Alton to Mount Carmel, $1,600,000. 3. The Northern-Cross Railroad, from Quincy to Indiana State-line, $1,850,000. 4. From Peoria to Warsaw, $700,000. 5. From Alton east to intersect the Central, $600,000. 6. From Belleville to intersect the Southern-Cross, $150,000. 7. From Bloom-

* John Moses, born at Niagara Falls, Canada, Sept. 18, 1825, the eldest son by 2d wife of Erastus L., of Rutland, Vt., arrived at Naples, Ill., June 20, 1837; was clerk of the circuit court, 1856, and county-judge, 1857–61, of Scott Co.; was private-secretary to Gov. Richard Yates from Nov., 1861, to Feb., 1863, and assisted in the organization of 77 regiments of volunteers, which position he resigned, much against the wishes of the governor, to accept the appointment, by President Lincoln, of assessor of internal revenue for the tenth district of Illinois; was a member of the 29th general assembly, representing the 38th district—Scott, Pike, and Calhoun counties; and at present, July, 1884, is in the special treasury agents' department of the customs revenue at Chicago; and is preparing a history of Illinois.—F.

ington to Mackinaw, with a branch to Peoria and one to Pekin, $350,000; making a total appropriation for these purposes alone of $9,400,000. A board of public works to carry out these great improvements was elected by the legislature, March 4, 1837, and at first was composed of the following well-known citizens at that time in this part of the State: Gen. Murray McConnell, William Kinney, Elijah Willard, M. K. Alexander, Joel Wright, James W. Stephenson, and Ebenezer Peck, one for each judicial district. The fund commissioners, upon whom devolved the duty of negociating for the money to construct the public works agreed upon, and upon whom the board of public works were to draw as the work in their respective districts progressed, were also elected by the legislature as follows: John Mather, Charles Oakley, and Moses M. Rawlings. Gen. McConnell was able and energetic, and, living on the line of the proposed Northern-Cross Road, was not at all backward in taking advantage of the provision engrafted upon the bill that that road should be the first completed. The way that provision came to be adopted was as follows: John W. Vance, senator from Vermilion Co., was one of those opposed to the whole system, and fought it hard. On a Saturday, when the excitement in the legislature ran high, Mr. Vance ran up to Judge Wm. Thomas, senator from Morgan, and hurriedly inquired, "Where is [Wm.] Orear?—another senator from Morgan. I hear that even he talks of voting for that bill. If he goes, all is gone!" On the following Monday, while the result of the pending bill was yet uncertain and its friends anxious to secure votes, to the surprise of both parties Senator Vance stood up and said that if they would provide in the bill that the Northern-Cross Road should be the first one built he would vote for the measure; and his proposition was agreed to; although, as it turned out, the bill would have passed without his vote. This was in February, 1837.

The fund commissioners who were required by the law to "be practical and experienced financiers" proceeded immediately to take the necessary steps to contract for and negotiate loans to meet the extraordinary demands of the bill. The board of

public works organized in April, and in June they reported that they already had five engineering parties in the field "actively employed," and would soon have six additional parties "in active operation," which would enable them to complete the survey of the railroads provided by law. Gen. McConnell was the first to get in his work. He had employed James M. Bucklin as chief-engineer, and with his assistants he began the work of surveying the route of the Northern-Cross Railroad from Meredosia, on the Illinois River, to Jacksonville as early as May, 1837. M. A. Chinn surveyed and located the line from Jacksonville to Springfield, beginning on May 11, 1837. The road having been surveyed and definitly located, and plats and plans filed with the commissioner, the contract for letting the work of construction, in pursuance of previous advertisement, was closed on July 10, 1837. The first division, between Jacksonville and Meredosia,

* Murray McConnel, the son of a farmer, was born in Orange Co., N.Y., Sept. 5, 1798; received a common-school education; left home in 1812, and after a year's residence in Louisville, Ky., he traveled for several years over portions of the territories of Arkansas, Texas, Kansas, and Missouri, and went west nearly to the present site of Denver, Colo.; his occupation being flat-boating, trading, and hunting; finally near Herculaneum, Mo., he settled on a farm, where he became acquainted with and married Mrs. Mary (Mapes) Conwell, a native of central New Jersey, born in 1800, whose parents during her childhood moved to Ohio, and in 1816 to Missouri. After the admission of Missouri as a slave-state, Nov. 23, 1820, he moved in the autumn of 1823 with his young family to what was then Morgan, now Scott Co., Ill., remaining till the town of Jacksonville was laid out, where he moved and practised law until 1852; served as brigade-major to Brig.-Gen. James D. Henry, July and August, 1832, in the Black-Hawk War; and on his return was elected to represent Morgan Co. in the legislature, 1832–4; was appointed in 1837, by Gov. Duncan, commissioner of the first judicial circuit of the board of public works; was commissioned by Gov. French major-general of the State militia; President Pierce appointed him fifth auditor of the U. S. Treasury, resigned in 1858; in 1864–8, was senator, representing Menard, Cass, Schuyler, Brown, and Morgan counties; during his time he was an influential citizen, a prominent lawyer, politician, and a staunch war-democrat during the Rebellion; and was assassinated in his office in Jacksonville, about 9 a.m., Feb. 9, 1869. Of his eight children, four are now living, three dying during infancy. His oldest son, John Ludlam, born November, 1824, at Jacksonville, Ill., received

and the second division, between Jacksonville and Springfield, was let to the same parties. They were Miron Leslie, James Dunlap, Thomas T. January, and Charles Collins. The price agreed to be paid was $8430 per mile. In addition, they were to furnish all the necessary locomotives and cars ready for use, "charging the State only the cost of the article when delivered on the road." They were to begin work August 1, and finish the road between the river and Jacksonville by December 1, 1839, and between Jacksonville and Springfield by August 1, 1840. One thing that helped this road along faster than any other then commenced in the State, was that feature of the contract in regard to payments to the conttactors. It was provided as a part of the contract that in case the State should not furnish the money to pay for the work as the same progressed, that the contractors would take warrants or State bonds in the place of money.

a legal education at Transylvania (Ky.) College; was 2d lieutenant in D Co., Col. John J. Hardin's 1st Reg't Ill. Vols., enrolled June 25, 1846; later, 1st lieutenant; wounded in the battle of Buena Vista; captain, Feb., and mustered out June 17, 1847; was the author of several works of fiction and history published about 1850; died January, 1862, from effects of wound and disease contracted in Mexican war, leaving a wife, since dead, a son who died in the Artic regions on a whaler, and a daughter who married Lieut. Boynton Leach, U.S.N., now living at Washington, D.C. Geo. Murray, born in Jacksonville, Dec. 23, 1833; graduate of Union College, N.Y., 1852; studied law at Harvard Law-School, 1854; practised law in Jacksonville; appointed by Lincoln paymaster in army; mayor of Jacksonville in 1872; has lived in Chicago since 1875, and was one of the proprietors of the *Saturday Evening Herald*, was connected with the publishing firm of S. C. Griggs & Co., and for the past three years has been the literary, dramatic, and musical editor of the Chicago *Times*; married, January 8, 1857, Maria Augusta, daughter of Dr. Bezaleel Gillette of Jacksonville, Ill. Edward, born July 19, 1840, at Jacksonville; graduate of Illinois College, 1869; volunteered in April 16, 1861, as 1st sergeant in what afterward became the 10th Reg't Ill. Vols.; appointed, Aug. 31, 1861, in regular army and attached to 16th Infantry; promoted to captain at Stone River; resigned March 19, 1866; now master-in-chancery and practising law at Jacksonville; married, Dec. 7, 1874, Mrs. Julia (F.) Garretson of St. Louis, Mo. His daughters, Marilla, the eldest, widow of U.-S. Sen. Jas. A. McDougall of California, born Jan. 4, 1821, in Jefferson Co., Mo., married April 19, 1841; and Minerva, born Dec. 21, 1822, in Jefferson Co., Mo., married Nov. 13, 1854, John Allen McDougall of New Orleans, now reside in New York.—F.

Although a few spadefuls of dirt were shoveled and a little underbrush cut at Meredosia in order to satisfy that part of the law which provided that work should in all cases begin at the river and progress inland, work was actually begun on Wolf River, under the bluff some six miles from the river. The construction of the road proceeded so encouragingly that on August 11, 1837, Commissioner McConnell "having," as he says, "learned that the fund commissioners were about to go to the Eastern States, I sought and obtained the aid of those gentlemen in purchasing iron, a locomotive, cars, and other necessary articles for the roads in my circuit." The "said articles" were purchased as requested, but the locomotive, as appears from a report by Commissioner Kenney to the legislature in 1839, "never arrived in the State, *but, as the board is informed*, was lost in its passage." It is not singular in the queer history of those times that the loss of a little thing like a locomotive should be passed over so easily, and with so little inquiry as to what became of it. The fund commissioners, however, did purchase a locomotive for the Bloomington-and-Mackinaw Road, which was placed on the Northern-Cross and there used, the first one in the State. The weight or cost of this "machine" it seems was not recorded by the fund commissioners, but the board was informed that it weighed eight and one-half tons. The cost of transportation was $1000.

At first there was a scarcity of hands and the work of construction moved slowly, but by the following spring eight miles of the road were completed, from Meredosia to the top of the bluff. The track was laid by putting down a piece of timber, called a mudsill, on the top of which cross-ties were laid. On these a wooden rail was laid, and flat iron bars were strapped on top of the rail. The bars were two and a-half inches wide, five-eighths of an inch thick, and weighed thirteen pounds to the yard. The engineer (Bucklin) complains that the spikes and connecting-plates sent him were found not to suit; that the spikes were not equal to cut nails, and that the expense of altering and substituting equaled the original cost. The first rail was laid May 9, 1838, and on November 8 of that year "the first locomotive

that ever turned a wheel" in the Mississippi Valley was placed in operation on the track. This locomotive—called the Rogers—was manufactured by Rogers, Grosvenor & Ketchum of Newark, New Jersey.

Those who had the distinction of being hauled by the first locomotive over the first railroad track in the State were ex-Gov. Duncan, Gen. Murray McConnell, commissioner; Geo. W. Plant, civil-engineer; James Dunlap, Thomas T. January, Chas. Collins, and Miron Leslie, the contractors; and Jonathan Neeley, the first conductor. The engineer who put up and ran the machine was named Fields. The road was completed to Jacksonville by January 1, 1840, and had been operated as the work progressed for the previous eight months. The earnings up to this time were as follows (including the transportation of materials): Total receipts, $3756; expenses, $3645. In June, 1840, the board, finding that the amount of business would not justify the employment of many persons, employed William H. Delph to act in the double capacity of locomotive engineer and superintendent. His report for the six months ending December 20 shows the following results: Whole amount of receipts, $1774.02, and the expenditures, including some $600 paid for repairs, amounted to $1849. The board gave it as their opinion, however, that if the road could be completed to Springfield the receipts would be quadrupled. This was their last report, having been legislated out of office on December 14, 1840. The frightful amount of expenditures, the recklessness of their management, together with the hard times following the suspension of the banks, caused this extravagant system to collapse and come to a sudden stop at this time.

This twenty-four miles of road had cost the State $406,233, and was the only completed line it had in the State, after an expenditure on the various roads proposed of $4,107,746.99. The state treasurer, John D. Whiteside, was appointed railroad agent by the legislature, with authority to appoint sub-agents to take care of the property. In response to a resolution of the house he reported that the sum of $317,380 had been expended

on the road between Jacksonville and Springfield, and that it would require the sum of $135,000 to complete the same. Thereupon, on Feb. 26, 1841 (four years after the adoption of the internal-improvement system, lacking a day), the legislature passed a law authorizing the governor (Ford) to apply $100,000 of bonds which the canal fund owed to the internal-improvement fund toward the completion of said road. On March 24, 1841, a contract was made with John Duff & Co. to complete the road between the points above named for the $100,000, which was done and the road finally received by the governor on May 13, 1842. He then leased it to Watson & Moore at a rental of $10,300 per annum. "After much perseverance, disasters from the breakage of machinery, and loss," they surrendered the road back to the governor on July 13. It was then leased to Tinsley & Co. for $6000, par funds and $4000 State indebtedness per annum. The legislature of 1843 having provided for the sale of the road, this lease, much to the satisfaction of the lessees, was canceled at the expiration of one year. The road was offered for sale on the first Monday of April, 1844, but no purchaser appeared, and it was again leased to C. Ludlum and W. D. Baxter, at a monthly rental of $160. This brings us up to 1845, from which time on until its final sale it had so run down and got out of repair that it was but little used. The one locomotive had been run off the track near New Berlin and abandoned, to the vagary of ex-Senator Semple, who undertook to inaugurate prairie navigation with it on ordinary roads, very much to the detriment of his finances. Mules were substituted for steam, going tandem fashion. Only freight was attempted to be carried, passengers preferring the wagon-road and stage. Finally, in pursuance of a law of 1847, April 26, 1847, the road was sold by Governor French to the highest bidder. This was Hon. N. H. Ridgely, still a venerable and honored citizen of Springfield; and the price paid was $21,100. The following incident occurred at the sale: Mr. Ridgely, having supposed that the road would probably be knocked off at a bargain, had decided to become a bidder. He started it at $10,000, and there it hung for a long

time—going, going at $10,000, until he began to think he would get it at that figure. A wealthy gentleman by the name of Col. Johnson, who was undergoing a tonsorial operation across the street, hearing the crying of the sale, inquired what property was being sold, and upon being informed said: "Hurry up, old man, and wipe me off, and I will go out and make a bid myself." He hurried over just in time to offer a hundred dollars more when it was about to be struck off. Mr. Ridgely raised it $1000, Johnson added another $100, and so it went on for some time, getting rather monotonous for Mr. Ridgely. Finally he stepped over to the Colonel and said: "Who are you bidding for, Colonel?—yourself or some other party?" He replied: "For parties in St. Louis, who have agreed to pay me a commission." Mr. Ridgely being satisfied that this statement was more ingenious than strictly according to the fact, remarked: "Would you not as soon receive a commission from Springfield as St. Louis?" The Colonel replied: "Certainly, that is satisfactory," and walked off. The road was thereupon struck off to Mr. R. as before stated. The next day the Colonel called, and without a word being said, except to pass politely the time of day, received a check for $1000 "for his commissions."

Soon after this sale, Mr. Ridgely went to New York and sold the road to a construction company, of which Robert Schuyler was the principal, at a large profit. The new owners organized the Sangamon-and-Morgan Railroad Company, and proceeded to reconstruct the road from Naples to Springfield. It was almost like undertaking to build a new railroad. The people along the line for the last year or two had helped themselves to iron and lumber whenever they wanted it, without as much as saying "by your leave." Indeed, there was not much of the road left except the bed, and that was in a fearfully bad condition.

The road was completed for a second time to Springfield in a much improved and more substantial manner, and reopened for business on July 22, 1849. The first conductors were Jonathan Neeley, Reddick M. Ridgely, son of Nicholas H. (yet living), and a Mr. Bacon. The first two engines were called the Sanga-

mon and Morgan, and the third the Springfield. The time occupied in running the fifty-seven miles from Springfield to Naples was five hours. Freight rates charged were: On groceries assorted, 18 cents per 100 pounds; on sugar, 15 cents, on hardware, 20 cents; lake salt, per barrel, 30 cents; wheat, 8 cents.

The subsequent history of this road, how it was changed to the Great-Western, and to the Toledo,-Wabash-and-Western, and finally to the Wabash,-St. Louis-and-Pacific Railway, with its 2558 miles of road, brings us to a concurrent period of history within the reach of all.

As an interesting episode in the improvements of that early day, it may be as well to mention that a graded road, with 4-by-6-inch wooden rails, spiked upon cross-ties, upon which was to be used a four-wheeled vehicle, especially constructed for the purpose, to be drawn by horses, was completed from Naples to the bluffs, about four miles distant, east, and used for the first time on July 4, 1837. This was an improvement projected by Charles Collins, and was intended to admit of the carriage of produce into and goods out of Naples, over the low bottom during high water in the spring and fall. It never amounted to anything for the purpose for which it was intended, and was subsequently sold to a company for a railroad track. This latter company was merged in the Northern-Cross Railroad Company, and when that road was located to run from Meredosia, the Naples enterprise was abandoned. The old throwed-up way was used for a wagon-road, and answered the purpose admirably, until 1847, when the Sangamon-and-Morgan Railroad Company relocated the old Northern-Cross Railroad to Naples instead of Meredosia, and this first-graded road was used for its track from the bluff to Naples.

PETER DAGGY, LAND-COMMISSIONER ILL.-CENTRAL R.R.

In connection with the history of the Illinois-Central Railroad it is but just to connect the name of one who has been an earnest worker for its success and a faithful conservator of its interests, and whose long period of service has only more closely cemented the business associations and the personal esteem that exists

between him, the administration of the road, and his subordinates. This name is that of Peter Daggy, the fifth land-commissioner of the Illinois-Central Railroad; his predecessors having been John Wilson, John W. Foster, Walter M. Phillips, and John B. Calhoun. The zeal and integrity of the employés of the road have become proverbial, and these qualities find an excellent exponent in Mr. Daggy, whose personal and official care for its welfare have resulted in his occupancy of his present position, while his well-known inflexible honesty and rectitude make his actions on its behalf more influential and of more weight with those who become cognizant of such action.

He was born in Augusta Co., Va., in 1819, and received his early education there and in Indiana, whither he moved with his parents about 1835. The education he received was merely that imparted in the common schools of those times; the research of his later years having furnished his mind with the broad intelligence with which it is vested. After he was able to render himself useful in offices, he engaged in various businesses as clerk; and when the question of determining upon a profession or business was presented to him, decided upon the study of the law, commencing such study in 1840. In 1841, he completed his studies and was admitted to the bar of Indiana, and then commenced practising, wherein he met with good success.

From his intimacy with real-estate law and his especial aptitude for that branch of the profession, he attracted the attention of the authorities of the General Land-Office at Washington, who proffered him a position in that office. This he accepted, and assumed his official duties there on Feb. 1, 1850; retaining the position until he left for Chicago, where he arrived on Dec. 17, 1855. He immediately entered the land-office of the Illinois-Central R. R., and on Jan. 10, 1856, was appointed secretary to the commissioner, so speedily was his special ability recognized and adapted to the requirements of the office by the discrimination of its head. Mr. Daggy retained the position of secretary until March 4, 1871, when he received the appointment of commissioner. He was married in Danville, Ind., in April, 1843, and was again married on Dec. 4, 1851, to Miss Julia Lunt of Washington, D.C. His eldest son, Henry Clay Daggy, was born May 4, 1844, at Greencastle, Ind., and received his education at Chicago, at which city he enlisted, in the spring of 1861, in Co. "D", 19th Ill. Vol. Inf'y, and after participating in various engagements with that regiment, was killed at the battle of Stone River, Tenn., in Jan., 1863. Mr. Daggy has one son now living, John Julian Daggy.

F. A. HUNT.

Origin of the Names of Stations on the line of the Illinois-Central Railroad Company.

CHICAGO. The word Chicago is understood to be an Indian word; at least, it is derived from that source. What its precise meaning is, or whether it has any particular meaning at all in its present form as now applied, is a matter of considerable dispute among those who have given the subject attention. The word comes to us through the early French explorers of the West as an Indian word, from the language of the Algonquin group. Whilst this group of the North-American tribes had one general or generic language by which they were distinguished, each tribe had its dialect, differing more or less from that of the other tribes of the same group. The standard or parent language, however, since this people became known to the whites, was that spoken by the Ojibways—Chippeways, the most powerful and numerous of the various tribes of this group.

Those who make any positive assertion as to the correct meaning of this word, as an Indian word, seem to have confined their investigations on the subject to the Indian language as spoken by the Ojibways, without reference to other dialects; seeming to ignore the fact that it could come from any other source; whereupon, they reach the conclusion and so assert, that it means onion, garlic, leek, or skunk.

So far as appears at this day, there seems to have been no special inquiry into the origin or meaning of this word until about the time of the rebuilding of Fort Dearborn in 1816. The year following that event, Col. Samuel A. Storrow visited this place, and in a letter to Gen. Jacob Brown, of the United-States army, refers to the river here as "the river Chicago, or in the English, 'Wild-Onion River'."

Mr. Schoolcraft, the Indian historian, in his "Narrative of an Expedition to the Sources of the Mississippi River in 1820," in giving an account of visiting Chicago on the return of said expe-

dition, speaking of the Chicago River, says: "Its banks consist of a black arenaceous fertile soil, which is stated to produce abundantly in its season the wild species of cepa or leek. This circumstance has led the natives to name it the place of the wild leek. Such is the origin of the term Chicago, which is a derivative by elision and French annotation from the word *chi-kaug-ong*. *Kaug* is the Algonquin name for the hystrix or porcupine. It takes the prefix *chi* when applied to the *mustela putorius*—pole cat. The particle *chi* is the common prefix of nouns to denote greatness in any natural object, but it is employed, as here, to mean the increase or excess, as acridness or pungency in quality. The penultimate *ong* denotes locality. The *putorius* is so named from this plant.

Bishop Baraga, in an appendix to his Ojibway dictionary, says the word Chicago is a word in the *Cree* dialect, a tribe of the Algonquin group called also *Knistenos*, "from *Chicag* or *Sikag*, a skunk, a kind of wildcat, which at the local term makes *Chicagok*." In his dictionary mentioned, he defines an onion in the Ojibway dialect as '*kitchijigagmanj*, French orthography; English orthography, *kit-che-zhig-a-gam-anzh*. The definition of onion by Rev. Edward F. Wilson, in his dictionary of the Ojibway language, is *keche-she-gaug-uh-wunzh*. He defines skunk as *zhe-gaug*.

John Tanner, for thirty years a captive among the Ojibways, and many years United-States Indian interpreter, in a "Catalogue of plants and animals found in the country of the Ojibways, with English names," appended to the narrative of his captivity, defines skunk as *she-gahg*. He defines onion as *she-gau-ga-winzhe*—skunk weed. In a note thereto, by Dr. James, editor of Tanner's narrative, it is added: "From *shih-gau-ga-winzhe*, this word in the singular number, some derive the name *Chicago*." The Indians, it seems, at least the Ojibways, called the onion garlic, and other weeds of like odor, by a name which signified skunk-weed, and in the Ojibway language the words used so express it.

It is noticed that all who contend that the word Chicago, as applied to the river and city of that name, means skunk, onion or the like, derive their convictions on the subject from one or

more of the authorities which are before cited, or from some one familiar with the Ojibway language who forms his convictions to the same effect from the mere coincidence of sounds. History is so unsatisfactory and varied in regard to this word that we are left at this day to determine its meaning solely upon the basis of similarity of sounds, for there seems to be no fact or incident narrated or mentioned in history that leads with any degree of certainty, either to the original meaning of this word as intended, or to the dialect from which it is derived. And it is to be confessed that upon the theory aforesaid, conceding that the word comes from the Ojibway language or dialect, no one is prepared to dispute the assertion so generally made that the word is derived from skunk. The word skunk being in the Indian tongue simply *she-kaug*, in order to make *Chi-ca-go*, the theory adopted is that *ong*, an Ojibway local termination is added, which makes *Chi-cag-ong*, meaning at the skunk—the sound of *ng* being dropped in common speech, leaving the word in the form now used. Whilst this is not inconsistent in practice, in dealing with Indian names, there is another theory, it is suggested, which may be adopted in this connection that would seem to be equally consistent. The word *Chi-ca-go*, without adding *ng* would be a fair Ojibway expression. The sound of *o* added would denote the genitive, and might be rendered thus: him of the skunk, in which case it would probably be the name of an individual, and it is stated that this word is the name, not only of some one Indian chief, but the name also of a line of chiefs during several generations.

It is to be remarked, however, that there are some facts in history in regard to this word not in harmony with the definition generally contended for, as before stated. The word is first mentioned in early Western history by Hennepin in his account of LaSalle's expedition which he accompanied, chapter 34, London edition, 1699, the heading of which is as follows: "An account of the building of a new fort on the river of the Illinois named by the savages *Che-cau-gou*, and by us, *Fort Crèvecœur*." This was in January, 1680. This fort was at or near the place

where Peoria, in this State, now stands. We must believe that the Indian word mentioned, given by the savages as their name for this fort, could not in this connection mean skunk nor skunk-weed. The definition of the French word mentioned would mean broken heart. Hennepin remarks that the many difficulties they labored under had almost broken their hearts. May we not therefore suppose that the Indian word thus applied was intended to be of similar import?

The name *Che-ka-gou* thereafter appears on a map by Franquelin in 1684, applied to a river putting into the Desplaines from the east at a point just above the Kankakee River, while at the head of Lake Michigan on this map is the word *Checagoumeinan*. At a later date, what is now called the Desplaines River was called by the early French explorers the river *Chekagou*. This word, as a local name, did not, as would appear, reach the river at present so named, nor the point where Chicago now is, until at least thirty years after the time of Hennepin, as before mentioned; and of the circumstances under which this word was lastly so applied, from what dialect it came, or what its intended meaning was, if any in its changed application, no account whatever is transmitted to us. The most that can be said of the word with any degree of certainty, is that it is of Indian origin, and comes from some dialect of the Algonquin group, so called. It must be noted, however, that in the Ojibway dialect, this word, or that which is essentially the same, is not confined in its meaning to that contended for as before mentioned. The word may mean also in that language to forbear or avoid, from *kah-go*, forbear and *che*, a prefix answering to our preposition to; or, it may mean something great from *ka-go*—something, and *chi*, from *gitche*—great; besides several other words or expressions which may be found in this dialect, of the same sound yet of different meanings. *Che-ca-gua* was the name of a noted Sac chief, and means in that dialect, he that stands by the tree. In the Pottawatomie dialect, the word *cheo-ca-go*, without addition or abridgment, means destitute.

Now, if this word was applied to the river which at present

bears this name from the local circumstance as claimed, that of the abundance of skunk-weed upon its banks, it would seem to follow that it must have been so given by the tribe who then inhabited or dwelt in the vicinity. At the time this word first appeared in this locality, the country about was inhabited, we are informed, by the tribe of Miamis, in whose dialect the word for skunk or polecat was *se-kaw-kwaw*. The Miamis, it seems, were succeeded by the Pottawatomies. We have no account from any source that the Ojibway nation, from whose dialect the attempt is made to define the meaning of this word, ever inhabited this part of the country.

In an article in "Potter's American Monthly," it is stated that in early days this place was called "Tuck Chicago," and in which it is said that "*Tuck*, in the Indian dialect, means wood or timber." That the word Chicago means "gone, absent, or without." That the words *Tuck Chicago* signified therefore the waste prairie, or literally translated, wood gone. The Indian dialect referred to, it is understood, has reference to that of the Pottawatomies. Conceding this to be so, there is much force in this definition. Properly, however, in that dialect it would be *Tuck Choe-ca-go*— no tree, or not a tree. In the Ojibway language, *Mit-tuck ka-ka-go*. As a matter of history, the locality about Chicago was the only place on the western shore of Lake Michigan where there was an entire absence of trees. The country along the lake at this point for some distance was clean, naked prairie, with not a tree to obstruct the view; and it is fair to suppose that some name would be given the place by the natives suggestive of this circumstance.

So that the further the investigation is pursued on this subject, the less satisfactory is the result produced as to what was originally intended as the true meaning of the word *Chicago* in the various applications made of it from its first mention by Hennepin, as related.

DOUGLAS. Named after Hon. Stephen Arnold Douglas, born April 23, 1813, died at the Tremont House, Chicago, June 3, 1861. A few rods north of the station, a handsome monument

has been erected by the State of Illinois over his remains. This station was formerly called Fairview.

OAKLAND. First called, in 1336, Oakwoods, from the great number of oak trees which covered this locality. Section-line here divides Hyde Park and Chicago, being the extreme southern limit of the city. It was at one time called Cleaverville, by Mr. Charles Cleaver, who lived here, and owned a large amount of property in the vicinity.

KENWOOD. In the spring of 1856, Dr. John A. Kennicott built a small frame house near what is now called Kenwood Station, and settled there with his family. There were no other houses there at that time. He called his place Kenwood after the family homestead of his ancestors in the suburb of Edinburgh, where his mother was born, and which is still in the hands of the McMillin family. The station was established in 1859 by Gen. George B. McClellan, who was then the vice-president of the Illinois-Central Railroad Company, and was called Kenwood Station. This had the effect of giving the name of Dr. Kennicott's private residence to the surrounding neighborhood, without definite limits. It is exactly one mile south of the city limits, 47th street, formerly called Mason street, being the section-line.

HYDE PARK. One of the most beautiful suburbs of Chicago. It was laid out in the year 1856, by Paul Cornell, and named after a village on the Hudson River near New-York City.

The Illinois-Central Railroad Company started the first train to Hyde Park on June 1, 1856. Hon. Thomas Dyer was a passenger on it. The conductor was Mr. H. L. Robinson, afterward quartermaster in the United-States army, and a friend of President Lincoln. At that time, only three trains a day ran in each direction. During the years 1857 and 1858, the Hyde-Park House was erected by Paul Cornell, the founder of the place, and leased to Tabor, Hawk & Co., who kept it in connection with the Richmond House of Chicago.

During the years 1868 and 1869, the South Parks and Boulevards were laid out, comprising over twelve hundred acres of land, making larger pleasure-grounds than all the other parks in

the City of Chicago combined. These parks and drive-ways add greatly to the beauty of this very attractive suburb.

SOUTH-PARK STATION was named after the South Parks from the fact that it is located at the principal entrance of one of the parks—Jackson Park. As the traveler passes this station on the cars, some of the most beautiful views of these great pleasure-grounds may be seen; extensive lawns and play-grounds stretching out to the shore of Lake Michigan, decorated with shrubs and flowers, and with several artificial lakes that have been made by the park commissioners for boating and skating. The Illinois-Central Railroad Company has built at this point a large and elegant depot, at a cost of over $30,000, which will accommodate several thousand people.

GRAND CROSSING took its name from the fact that so many railroad tracks crossed each other at that point. It was laid out in the year 1871, by Paul Cornell, who built a hotel and the Cornell Watch Factory there during the years 1871 and 1872. The station was originally named after him. It is noted for its railroad facilities, and bids fair to be a large manufacturing place. It now contains ten factories in successful operation.

BURNSIDE. Established in 1862, and named after Gen. Ambrose E. Burnside, at one time cashier of the Illinois-Central land department, and afterward treasurer of the company. Upon the breaking out of the war of the Rebellion in 1861, he was called by Gov. Sprague of Rhode Island, to take charge of the State troops, and rose to the rank of major-general. He died at Bristol, R. I., September 13, 1881.

Owing to the financial depression in 1861, many of the farmers who had purchased lands of the Illinois-Central Railroad Company were unable to make payments as their notes became due, and the company agreed to receive corn in lieu of cash. Ten miles of corn cribs were built at this point, and the corn received by the land department was shipped here for storage.

The company owns 150 acres of land at Burnside, upon which it is proposed to erect at some future time machine-shops and car-works.

PULLMAN. Five or six years ago, Mr. George M. Pullman, president of Pullman's Palace-Car Company, conceived the idea of establishing a model manufacturing town, in which might be centralized the interests of his palace-car company and such other works as could be conveniently and profitably harmonized therewith. Two or three years later, he selected a site on the west bank of Lake Calumet, about nine miles south of Chicago and one mile east of the western boundary-line of Hyde-Park township. Here he quietly commenced to purchase land, so as not to excite speculation, and in a short time had secured 3500 acres; 500 acres were then deeded to the Pullman Palace-Car Company, and the remainder was placed in the hands of a trustee to be held for purposes duly specified in the trust-deed, all of which looked to the establishment and completion of the town of Pullman.

Until Mr. Pullman had matured his plans, he took counsel of no one, and it is a noteworthy fact that this is the first instance where a manufacturing *town* has been projected upon paper, detail after detail, and then constructed, step by step, with exact attention to the specifications and the purposes of its founder.

On May 26, 1880, ground was broken. At the date of this writing, March, 1883, several hundred buildings have been erected, including factories, foundries, stores, public halls, dwelling-houses, water-works, gas-works, hotel, market place, and church; in short, every kind of building calculated to give life and prosperity to a community. From three to four hundred acres of land have so far been utilized for buildings and pleasure-grounds, and the work of beautifying and extending the settlement is prosecuted with vigor and a generous expenditure of capital.

It is proper to state here that Mr. Pullman had no speculation in mind when he entered upon this admirable enterprise. The character of the work precludes such an idea. In every structure he has striven to combine usefulness and beauty, to render the project commercially safe, and to elevate or educate the tastes of his employés up to the standard of their surroundings.

The main industries already in operation employ upward of

2500 men. Most prominent among them are the immense car-shops, foundry, blacksmith-shops, and accessory buildings of the Pullman Palace-Car Company, employing some 1500 mechanics and laborers, and operated by the famous Corliss engine, built by Mr. Corliss of Providence, R. I., for the Centennial Exhibition of 1876. This huge machine made its first revolution at Pullman on March 18, 1881, and is capable of 2400 horse-power. In the boiler-room, connected with it, is a battery of twelve boilers, each with an additional capacity of 400 horse-power, now used for heating buildings, etc., which, when needed, can also be applied to auxiliary engines. The Corliss engine distributes motive power to the works of the Allen Paper Car-Wheel Company, a concern which supplies the Pullman and other companies with a patent car-wheel, the core of which is composed of 156 sheets of paper board compressed into a solid mass, increasing, it is claimed, the durability of the wheel and rendering it less liable to fracture. The Pullman Company use these wheels exclusively in constructing their palace cars. The Union Foundry and Pullman Car-Wheel Works is another concern recently organized, which promises extensive results. These works now employ from six to seven hundred men without reaching their capacity.

The Chicago Drop-Forging Company, another manufactory, employ forty or more men.

Not one of these several enterprises has yet utilized its capacity in full. Not less than 5000 families may derive their living from the aggregation of capital which Mr. Pullman has so boldly planted on this Illinois prairie. The rents from private dwellings and stores already amount to $108,000 per annum, and in a few months this sum will probably increase to about $200,000.

Extensive brick-works have been recently put in operation, which employ 250 men and turn out 200,000 bricks a day. The product is used for local structures, and is also sold in and about Chicago. The clay is taken from the bed of Calumet Lake.

Precautions to assure the health of the residents have been adopted in a system which commends itself. The sewage is carried by drains into a large pool forty feet deep and of about the

same diameter; thence it is pumped up and forced to a farm some three miles distant, where it is distributed as a fertilizer over the land which has been underdrained so as to carry off the water rapidly.

Upon the massive masonry which incloses the pool referred to, have been built seven stories, circular in form, which can be availed of for warehouses or shops; on top of these, again, is a tank, inclosed by solid masonry, with a capacity of 500,000 gallons. This tank will be kept full of water by the Hyde-Park water-works for the supply of the town.

Much taste and care have been expended in every detail of architecture and landscape. All the dwelling-houses are built of brick, and in such variety of design as to avoid monotony. Rents of workmen's houses range from $6 to $17 per month, the average being about $12; houses for merchants and professional men are rented at from $25 to $65 per month.

The Hotel Florence is a building, which, in beauty of external architecture and internal arrangement, will vie with anything of the kind in the country.

The church, cruciform in shape and built of Ohio serpentine stone, or a stone closely resembling it, is the *chef d'œuvre* of S. S. Beman, the architect, and should insure his professional success. He has dovetailed the church and rectory together in such an ingenious manner as to lend size to the main building and beautify both.

The depot of the Illinois-Central Railroad, also designed by Mr. Beman, whose genius pervades the place, is a unique and tasteful structure in brick, with stained-glass windows of medieval pattern.

The total expenditures up to date, say June, 1882, for all the improvements made by the Pullman companies, aggregate in round numbers $5,000,000, and the outlay has secured remarkable results. It is probable that further improvements will be made by the Pullman Land-Association. The Pullman Palace-Car Company having about completed their plant, are already engaged in manufacturing to order and for stock.

Thus, the town of Pullman, two years ago an unbroken prairie, is a perennial monument to the thoughtful and bold enterprise of one man, and will perpetuate his name from generation to generation.

KENSINGTON, so called at the request of the late Col. James H. Bowen, a large owner of neighboring lands, who also represented the Calumet-and-Chicago Canal-and-Dock Company.

Original name was Calumet, Indian for "pipe of peace," a French-Canadian corruption of *Chalumeau,* meaning a pipe; there being a station called Calumet on the Lake-Shore & Michigan-Southern Railroad, a change of name was thought desirable. Junction with Michigan-Central Railroad (1852) and crossing of Chicago & Western-Indiana Railroad (1879).

RIVERDALE, near the Calumet River, established after the construction of the Pittsburg, Cincinnati & St. Louis Railroad, originally the Great-Eastern Railroad, which crosses at this point. The town is a short distance east of the station.

SOUTH LAWN. Crossing of Chicago & Southern Railroad, built originally for the Chicago, Danville & Vincennes Railroad, afterward known as the Chicago & Eastern Illinois, now owned by the Grand-Trunk Railway. A twon was laid out here and named South Lawn by its proprietors. But few houses have been constructed.

HOMEWOOD. Before the location of the Illinois-Central Railroad, there was already a town, Thornton, two and a-half miles eastward. After the road was built, a town was platted and surveyed here by James Hart, who named it Hartford, but the railroad and post-office name was Thornton. Later on, when the Chicago, Danville & Vincennes, now the Chicago & Eastern Illinois, Railroad was built through the old town of Thornton, a change of name became necessary; Mrs. J. C. Howe suggested Homewood, after a village near Pittsburg, which was adopted.

MATTESON. Settled in 1855; named after Hon. Joel A. Matteson, governor of Illinois from 1853 to 1857; crossing of the Joliet Branch of the Michigan-Central Railroad, known as the Joliet Cut-off.

RICHTON. Named by Joseph Batchelder, who settled here in 1836 or '37, after Richton, Vermont, his former place of residence. Mr. Batchelder, H. Meeker, and a man named McCoy were the first settlers in this vicinity.

MONEE,* of the Pottawatomie tribe, was the wife of the

* BAILLY HOMESTEAD, PORTER STATION, INDIANA.

April 22, 1884.

Mr. ROBERT FERGUS,

Dear Sir:—Yours of the 17th inst. received last evening, and I hasten to reply, hoping you will recollect in case of delay that in the country the mails do not go so regularly and frequently as in the city.

I am pleased to be able to contradict the statement that my grandmother was a Pottawatomie. Such an idea would be enough to disturb the peace of her last repose did she know of it. She hated the Pottawatomies with a perfect hatred, disliked their costume, disapproved of their customs, considered their dialect a most detestable jargon, and thought her own mother-tongue the opposite of all that was abominable in the Pottawatomie language. I can well remember her outspoken disgust at their idioms which she did not refrain from expressing before them, even though she knew she would give offence. Her father was a French gentleman, a trader by the name of Lefêvre, who had a trading-post first in one part of Michigan, then in another, notably near the St. Clair River—be it remembered that was then Canadian territory. Her mother was a woman of the Ottawa tribe, Canadian Indians, who had their principal camping-grounds near the Ottawa River, and whose extreme western limit was the northeastern shore of Lake Michigan. Mr. Lefêvre died; he did not desert his wife; but after his death his widow returned to her people and her own immediate relatives in the vicinity of Mackinac with her two little girls, Marie and Angelique—Mary and Angelica. It was supposed they had been baptised through their father's care, but that is not certain. When my grandmother made profession of the Christian religion in the Catholic church, she was baptised conditionally, a phrase which any priest will explain to you. My grandmother never had an Indian name; she was called Maunee by her maternal relatives, because Indians can not pronounce r. It was in the vicinity of Mackinac that she met and married my grandfather, and in that vicinity they resided for many years after their marriage, which took place on Mackinac Island; Samuel Abbott, J. P., being the "officiating clergyman." Genuine clergy were rare articles in those days, as you are well aware.

In the latter days of my grandfather's life he had a trading-post in the Pottawatomie country, and located there a homestead in what is now Westchester Township, Porter County, Indiana. The Bailly Homestead is now

Indian trader, Joseph Bailly, a French-Canadian and a person

just a mile and a half from Porter Station, on the Michigan-Central Railroad. We now live exactly where Mr. Hoffman was ejected [as described in his letter dated at Chicago, Jan. 1, 1834, in "A Winter in the West"]. Grass stains would be the worst that could happen there now; the mud being replaced by a thickly-sodded lawn. Otherwise the place is not much changed. We love the old place, mother and I, so did grandma, and nothing is touched save which the ravages of time requires. In 1868, mother put the dwelling-house in perfect repair, without altering its character in the least—it is a real lower-Canada farm-house. Four of the log-buildings mentioned by Mr. Hoffman still exist, rather better built because repaired from time to time by carpenters who will, in spite of orders to preserve the character of the buildings, make everything square. One of these building, hallowed by death-bed associations, has been converted into a Catholic Chapel. The U. S. road, over which he traveled, crosses the Calumet River just outside of the farm, which is the southern boundary of the homestead quarter-section, and this road is the main artery of the busy, thrifty Scandinavian settlement which surrounds us. Now this vicinity is all taken up by well-tilled farms, and its interests will always be mainly agricultural; all sorts of farm produce, from wheat down to hay and potatoes, succeed well.

I have observed that the Ottawa Indians were Canadian Indians, and a Canadian historian of some note told me, not long since, that they are a subject of curious debate among the historians of that region. He regarded them as a nondescript race, neither Indian nor European, but a tribe resulting from the isolated life of early colonists; they were on the highway of the traders; their women had chances of marriage among the French; and thus much French blood crept in among them. The proofs alleged of this are as follows: Their physiognomy approaches the French type, their customs in many respects were French, and individuals were easily christianized and civilized, while their women made congenial wives to civilized gentlemen. Of course this is all mere supposition, but I do know from what I have heard from earliest childhood that the Ottawas were very different from the Pottawatomies; the latter lived in bark huts or wigwams made of bulrush matting; the Ottawas in log-cabins, much on the plan of the quarters on a plantation. The Pottawatomies *kept company* just like our lower classes, but the Ottawa young folks had not a word to say in the matter of their marriage; they were given away by parents or friends in true French style. The Ottawas were inclined to what we would call now-a-days market-gardening, while the Pottawatomies hunted and fished for a livelihood, and were spendthrifts by nature, while the Ottawas were penurious and economical.

To prove that my grandmother's name was, as I say, Marie Lefêvre, I refer you to the records of the Church of St. Ann's, Detroit, and the old Catholic Church of Sandwich, Ontario, where the record of the baptism of the children of Joseph Bailly and Marie Lefêvre, his wife, are to be found.

of much influence and note in the early days of the Northwest.

My grandfather's full name was Bailly de Messein, and his mother belonged to the family of de Gaspé, more honorable than which there is none in all Canada, as any Canadian gentleman will tell you. He was born in Quebec in 1774, and died at this Homestead, December 21, 1835. My grandmother died in 1866, in the eighty-third year of her age. Of the children of this marriage four only reached the years of maturity: Esther—Mrs. John Harrison Whistler, who died in 1843, and whose children and grandchildren reside in Kansas. Rosine—Mrs. Francis Howe, now residing at the Homestead, as you know, with her only surviving daughter [Frances R. Howe]. Eleanor—Mother Mary Cecilia of the Sisters of Providence, Terre Haute, Indiana. Hortense, who married Joel Hoxie Wicker, and died in 1855.

With regard to reservations at treaties, I will venture to explain a custom which perhaps you know, but if not, the knowledge which will throw a little light on past history which may prove useful to you more than once.

In order to express gratitude or friendship the Indians used to petition that persons outside of the tribe might share in their grants. This could be done in all fairness without cheating, but to satisfy certain legal technicalities the persons thus favored had to be mentioned with Indian names. Women who had white fathers and Indian mothers, gave in their mother's name for their own; and in some treaties, grandma's did appear with her mother's name. In regard to the reservation made at LaPorte, Indiana, grandfather gave in her name as Maunee, which those conducting the treaty chose to misspell Monee. White persons, without the slightest trace of Indian blood, were often thus included in land grants, always for good reason, but with Indian names. One example of this was a Miss Coquillard of South Bend. She was a French young lady, without the slightest trace of Indian, but she was a great pet in the family of a Pottawatomie chief, and for the sake of her parents as well as her own, this family included her with themselves in receiving their grant. She was called by a name signifying rabbit, and mentioned as the adopted daughter of their chief. She was called the rabbit in his family for a pet name, just as we say Pussie or Kitty.

Now I think I have answered your letter fully. * * * Please present our regards to Hon. John Wentworth. I presume it is thro his thoughtfulness that mother has received an invitation to the reception given by the Calumet Club to the old settlers on May 15; she thinks seriously of attending.

The "Memoir [of Rose Howe"] printed in your office has been the means of attracting attention to yet another of my sister's writings, which has found its way to general publication. An extract from it appeared in the Memoir, and drew attention to the whole, which has been received very favorably by the Catholic press.

Believe me as ever, yours respectfully, FRANCES R. HOWE.

In the latter part of his career as a trader, he was living in the Calumet country, near the Indiana State-line, at a place known as Baillytown. The baptismal name of his wife was Mary, pronounced by the French *Mah-ree;* she was so called by her husband. In the dialect of the Pottawatomies, like that of nearly all of the tribes of the Algonquin group, there is no sound of *r;* it is supplied by the sound of *n*. The Indians could not, therefore, pronounce the name Mah-ree, but pronounced it *Mau-nee* or *Mo-nee*. It is said that the Indians derived many favors at the hands of Bailly through the influence of his wife, which, as a natural consequence, made her a great favorite with them, by whom she was known as *Mo-nee*. In one of the treaties between the government and her tribe, she was allowed a reservation of land in the vicinity of her husband's trading-post in the Calumet country, in which she is mentioned as "*Mo-nee*," the wife of Jos. Bailly.

The meaning of *Monee* in the old Shawanese is money, and the same in the Delaware tongue. There can be no doubt that the two tribes above mentioned took the word from the English colonists; they accented the last syllable in pronouncing it, hence the French spelled it Mon*ee* instead of mon*ey*.

PEOTONE. "A Pottawatomie Indian word, meaning *bring* or *come here*."

MANTENO. Probably a corruption of *Manitou* or *Manito* —Algonquin for spirit. Another authority states that Manteno is the Pottawatomie for Soldier's Village.

TUCKER. Called La Prairie up to 1873, then Martin until 1876, when the name was changed to Tucker after J. F. Tucker, general superintendent of the Illinois-Central Railroad at that time, and now traffic manager.

KANKAKEE. In 1680, when LaSalle was exploring in the vicinity of the source of the Kankakee River, it was called the Theakiki or Haukiki (*Marest*), a name which, as Charlevoix says, was afterward corrupted by the French to Kiakiki—*Raven*, whence, probably, its present form. In LaSalle's time, the name Theakiki was given to the river Illinois through all its course.

An interesting and somewhat graphic account of the portage and the sources of the Kankakee is given in his letter, dated "De la Source du Theakiki ce dixsept Septembre, 1721."—Parkman.

Speaking of the sources of the river in his letter to the Duchesse de Lesdiguieres, Sept. 17, 1763, Charlevoix writes: "Theak signifies 'a wolf,' and this is so called because the Mohingons, which are also called 'the wolves,' formerly took refuge here."

It is the county-seat of Kankakee County, junction with Cincinnati, Lafayette & Chicago Railroad, now known as Cincinnati, Indianapolis, St. Louis & Chicago Railroad; also the crossing of Indiana, Illinois & Iowa Railroad.

Camp of the Kickapoos. French—Le Camp Kikipous; French short—Camp Ki-ki; English—Kong-ke-ke. A tribe of Indians in the central portion of what is now Illinois. They are supposed to have had a village on what is now called the Kankakee River. This river took its present name within a period of twenty years following 1680.

SACRAMENTO. Named after Sacramento, the capital of California, whence a few of the settlers in this vicinity came.

OTTO. From the name of Otto township. The station was established in 1878, upon completion of the Kankakee & Southwestern Railroad, which at this point makes junction with the Illinois Central. No town here.

CHEBANSE. An Indian chief (Little Duck), of the tribe of the Pottawatomie nation, who joined in articles of treaty made at Chicago between Lewis Cass and Solomon Sibley, commissioners of the United States, and the Ottawa, Chippewa, and Pottawatomie nations, August 29, 1821, by which certain lands were ceded to the United States.

CLIFTON. William A. Veech, who was in 1857 the sole owner of this town, boarded at the Clifton House, Chicago, and he conceived the brilliant idea of naming the town after the hotel.

ASHKUM. Named after an Iroquois Indian chief, meaning "more and more."

"Section 7, Town 37, N. Range 15, E. 3d P. M., was patented to Ashkum, as a Pottawatomie Indian, under the 3d article of the treaty of October 27, 1832."—See Statute 7, p. 399.

DANFORTH. Named after George W. Danforth, a large purchaser of Illinois-Central Railroad land at this point, who laid out the town.

GILMAN. Named after Samuel Gilman of New York, who, with W. H. Cruger and Charles Secor, built that portion of the Peoria & Oquawka Railroad (now part of the Wabash system) running from Gilman to El Paso on the Illinois Central's main line, about fifty-three miles.

ONARGA. Iroquois, probably; if so, it would mean "a place of rocky hills."

SPRING CREEK. On north bank of Spring Creek, whence the station takes its name.

BULKLEY. Named by Ira A. Manley, the first station agent, who called it after one of his relatives by the name of Bulkley.

LODA. Taken from one of Ossian's epic poems called "Cath-Loda." Loda is the name of one of the Gallic gods, supposed to be the same as Odin of the Scandinavian mythology. The god has his dwelling-place, where he is worshipped, on a mountain near the scene of the poem.

PAXTON. Called Prospect City prior to 1858. Named by James Mix of Kankakee in honor of Sir Joseph Paxton, about the time the latter was largely interested in immigration. The Lafayette, Bloomington & Mississippi Railway, now part of the Lake Erie & Western, was extended across the Illinois Central at this point in December, 1871.

LUDLOW. Named after Thos. W. Ludlow of New York, one of the incorporators of the Illinois-Central Railroad, as appears by the charter. It was called Pera prior to 1868, by J. B. Calhoun.

RANTOUL. Named at the request of W. P. Burrall, at one time president of the Illinois-Central Company, after Robert Rantoul, Jr., one of the incorporators of the Illinois-Central; his name will be found in the original act.* He was an American

* While at Springfield in 1851, working for the charter of the Illinois-Central Railroad Company, he was elected by the Massachusetts legislature to

statesman, born in Beverly, Mass., August 5, 1805; died in Washington, D. C., August 7, 1852. He exerted himself for the abolition of capital punishment, and his report on that subject is still one of the standard authorities of its opponents. He was at one time United-States district-attorney for Massachusetts.

THOMASBORO. After John Thomas, an English gentleman, one of the oldest settlers and an owner of adjoining lands.

CHAMPAIGN. Urbana, the county-seat adjoining on the east, was settled by emigrants from Urbana, Champaign County, Ohio, who named the new settlement after their old home. It is situated in one of the finest agricultural districts in the State and is 128 miles from Chicago.

The Illinois Industrial University, located near the station, was established by an act of the legislature, approved February 28, 1867, and endowed by the congressional grant of 480,000 acres of land scrip under the law providing for agricultural colleges. Champaign County donated lands, bonds, etc., to the amount of $400,000 more.* The recitation-rooms in the university will accommodate 400 pupils.

SAVOY, French, *La Savoie.* Named in compliment to the Princess Clothilde of the House of Savoy, who, with her husband, Prince Napoleon, and the French minister, Baron Mercier, and his wife, the Countess of Lostant, visited Illinois in 1861.

A territory of France, formerly an independent duchy and afterward part of the kingdom of Sardinia. Except during the French domination under the republic and Napoleon I., Savoy remained a part of the Sardinian States until 1860, when by the treaty of Turin, March 24, it was ceded to France, together with most of

serve out Daniel Webster's term in the U. S. senate, which had been temporarily filled by Mr. Winthrop under an appointment of the governor. After Mr. Rantoul's services of a few weeks in the senate, he was succeeded by Charles Sumner for the long term. At the next congress, Mr. Rantoul was elected for the first time to the house of representatives. He died before his term expired.

* The Illinois-Central Railroad Co. donated $50,000, payable in transportation of materials and supplies.

the country of Nice, on condition that the inhabitants should approve the transfer, which they did by a special vote, and the country was formally annexed to France, June 12, 1860.–Appleton.

TOLONO. Named by placing the vowel o three times thus, o-o-o, and filling in with the consonants t-l-n, forming *T-o-l-o-n-o*, by J. B. Calhoun, who, in company with J. Condit Smith, purchased the land and laid out the town.

A resident of Tolono was questioned as to the origin of the name, and gave the following explanation, which seems to be devoutedly believed by the oldest inhabitant. The legend runs that many years ago, before the advent of the white man, a wandering tribe of Indians were roaming over these plains on a periodical hunting-excursion. At this point game and wild fowls were found in great abundance. Some of the braves, in view of this, proposed that they should pitch their tents and remain at least for a time. The matter being referred to the old chief in command, he looked about him, and, with characteristic gravity and terseness, replied, "Too low; no!" And they passed on.

The prairie here was formerly flat and marshy, but is now well drained.

PESOTUM. *Pee-so-tum* was the Indian who, at the Chicago massacre, August 15, 1812, killed Capt. William Wells of Fort Wayne. His remains were terribly mutilated, his heart being cut in pieces and distributed among the tribes, as was their wont, as a token of bravery. Billy Caldwell, a half-breed Wyandot chief, afterward long and well known in Chicago, arriving next day, gathered up the several portions of the body and buried them in the sand. Wells Street, Chicago, perpetuates the name of Capt. Wells. His title of captain was acquired from his having had command of a company of mounted scouts in General Wayne's army, during the campaign of 1793–4, against the Northwest Indian tribes.

HAYES. Named in 1877, after Samuel Jarvis Hayes, appointed superintendent of machinery of the Illinois-Central Railroad Company, August 20, 1856. Died September 21, 1882, after rendering 26 years of continuous service.

TUSCOLA. An Apalachian word for flat plain. In the southern peninsula of Michigan there is a county of that name.

GALTON. Capt. Douglas Galton, C. B., D. C. L., F. R. S., visited Illinois in 1856, and again in 1877, in company with H. I. de Marez Oyens of Amsterdam, to examine the affairs of the Illinois Central, the former on behalf of the British and the latter on behalf of the Dutch shareholders. The station formerly called Bourbon Switch was named Galton in compliment to him.

ARCOLA. Arcole, a village of Venetia on the Alphone, a small confluent of the Adige, 15 miles E. S. E. of Verona. It is famous for the victory gained there by Napoleon, in the first Italian campaign, over the Austrians, Nov. 15–17, 1796. The name was suggested by Mr. Kearney, postmaster in the town in 1871. Known as Okaw prior to 1871, from the Okaw River, called Kaskaskia River further south.

HUMBOLT. Milton, prior to 1875; changed to Humbolt, at the request of residents, in honor of the eminent German naturalist, writer, and traveler, Friedrich Heinrich Alexander von Humboldt, baron, born in Berlin, Sept. 14, 1769, and died there May 6, 1859.

DORAN'S CROSSING. Established in 1877; named after S. A. Doran, a neighboring land-owner.

MATTOON. Received its name from a person bearing the name of J. Mattoon, of Barnes, Phelps & Mattoon of Springfield, Mass., who, as contractors, built the Terre-Haute & Alton Railroad, a contractor on the St. Louis, Vandalia & Terre-Haute Railroad. He had the contract for grading through this section, and was one of the original proprietors of the town.

ÆTNA. Mount Ætna, a volcano of Sicily, called by the inhabitants of Sicily, Mongibello.

The word Ætna is from the Greek *aithein*, to burn.

NEOGA. Neo, Deity, Oga, place. Literally, the place of the Deity.—*Iroquois.* The town of Neoga was laid off in April, 1856, by Bacon and Jennings. The station was named Neoga by the Illinois-Central Railroad Company before the town was laid off or thought of. The first train of cars ran through the

town August 1, 1854, and killed a bull. It appears that the bull was of a belligerent disposition, and had been taught to lock horns with everything that crossed his pathway. But when he pitched into the train, he got the worst of the fight, and was sent to the pastures of his fathers to graze in peace.

The village of Neoga was incorporated by an act of the legislature, April 17, 1869.

SIGEL. After Franz Sigel, who was born at Sinzheim, Baden, in 1824, and educated at the military school of Carlsruhe. In 1847, he resigned his command in the army of the grand duke, and in 1848, became minister of war under the revolutionary government. After its overthrow, he fled to Switzerland, thence, in 1850, to the United States, where he taught school in New York, and, in 1858, in St. Louis. In 1861, he entered the federal army as colonel of the 3d Missouri Volunteers under General Nathaniel Lyon, distinguished himself, and was promoted. In 1862, becoming dissatisfied with the general-in-chief—Halleck—he resigned. The government so valued his services that his resignation was not accepted, and he was made a major-general of volunteers, and appointed to a command in Virginia, where he participated in the second battle of Bull Run.

EFFINGHAM. This city and the county in which it is located were named after Gen. Edward Effingham, an Englishman by birth, who was the United-States surveyor, and laid out the county.

WATSON. George Watson, division superintendent of the Illinois-Central Railroad in 1856.

MASON. Col. Roswell B. Mason, appointed chief-engineer of the Illinois-Central Railroad by the board of directors in New York, on March 22, 1851. On May 14 following, he left New York with a corps of engineers to lay out the line; on January 29, 1852, he had completed all the surveys and finished an estimate of the cost of the whole road. On March 16, 1853, a portion of the line having been completed, he was charged, in addition to his other duties, with the running arrangements of the line, and received the appointment of general superintendent. He

continued in the service of the company, filling various positions of trust, until the latter part of 1856, when, the road being completed, he temporarily retired from the company's service. On November 5, 1862, he assumed charge of the land department of the company, with the title of comptroller. In September, 1865, he prepared plans for a bridge across the Mississippi River to Dubuque, which was constructed a few years later under his supervision.

EDGEWOOD. So called from its location on the edge of the woods.

LACLEDE. In 1762, M. d'Abadie, director-general of Louisiana, granted to a company of merchants, of whom Pierre Ligueste LaClede was the leader, the exclusive right of trade with the Indians on the Missouri. This company, after careful examination, established themselves on the present site of St. Louis, February 15, 1764, and erected a large house and four stores. On August 11, 1768, a company of Spanish troops, under Capt. Rios, took possession of it in the name of the king of Spain, under whose sway it remained until the cession of Louisiana, in 1800, to France, which, in 1803, sold the territory to the United States. It was incorporated as a town in 1809, and in 1822, was chartered as a city.—Shea.

Our station derives its name from Pierre Ligueste LaClede. Called Dismal prior to 1863, from Dismal Creek.

FARINA—Latin for flour. Station probably so named from the fact that its location is in the winter-wheat section. Organized as a town in 1867; reörganized as a village in 1875. About one-third of the population are German. A school was started here in 1860, of which Gen. Thomas Edwin Greenfield Ransom was one of the directors. Gen. Ransom was the station agent here at the breaking out of the Rebellion in 1861. He entered the army and rose to the rank of brigadier-general, and died in his country's service from the effect of wounds received in Georgia, October 29, 1864.

KINMUNDY. The town was named after the birthplace of William Ferguson, a native of Scotland, who visited Illinois in

1856. On his return to England he wrote "America by River and Rail." He was a member of the firm of Robert Benson & Co., at that time the Illinois-Central Company's agents in London. Laid out by W. T. Sprouse, April 10, 1857, on Section 22. Isaac Egan laid out an addition in 1858.

The first settler was John W. Nichols, who came from Wilson County, Tennessee, and located on the east prong of the Howell's Branch in 1823, where he lived until 1827.

Henry Howell, also a Tennessean, came here in 1826, and settled on the west bank of Howell's Branch, where he resided until his death. He raised a large family of children, some of whom are now living in Texas, some in Missouri, and three live in this county.—"History of Marion County."

ALMA. Named by John B. Calhoun. The Alma River is a small stream in the Crimea, running from the high ground, in the neighborhood of Bakhtchisarai, in a westerly direction to Kalamita Bay, between Eupatoria (or Kozlov) and Sebastopol. The southern bank of this river was selected during the Crimean war by Prince Montchikoff, the Russian commander, as a defensive position in which to receive the onset of the allied armies first landed in the peninsula. The battle was fought September 20, 1854, and resulted in a victory for the allies and the opening of a road to Sebastopol.—Appleton. Alma Station was established about the time of this battle, and derived its name from this circumstance.

TONTI. Chevalier Henri de Tonty, an Italian officer, a protégé of the Prince de Conti, who sent him to LaSalle as a person suitable to his purposes. Tonty had but one hand, the other having been blown off by a grenade in the Sicilian wars. His father, who had been governor of Gaeta, but who had come to France in consequence of political disturbances in Naples, had earned no small reputation as a financier, and had invented the form of life insurance still called the Tontine.

ODIN. The country about here was settled by Scandinavians. Odin was the principal god of Scandinavian mythology. The Odin of mythology is thought to be connected with Odin

the Conqueror, who ruled, according to tradition, in the time of Pompey, over a portion of Scythia, near the Black Sea. Driven out of his territory, he is said to have advanced to the northernmost countries of Europe and Asia, and to have conquered Denmark and the Scandinavian Peninsula.

CENTRAL CITY. So called from its proximity to Centralia.

CENTRALIA. Laid out by the Illinois-Central Railroad Company, who built their machine shop here in 1856, or thereabouts, to accommodate the southern end of the Chicago Division and the main line, being selected as a central location.

IRVINGTON. After Washington Irving. The first settler here was a Mr. Scott, who, with his family, located on Section 16 in 1827.

The town was laid out by S. Y. Henry, and the first building constructed was the depot of the Illinois-Central Road.

The Illinois Agricultural College, incorporated in 1861, located here, has been in operation since 1869. In 1875, suit was brought by the attorney-general to get possession of the lands for the State, to secure the fund originally appropriated by the State. The matter is still in litigation.—"History of Washington County."

RICHVIEW. James Severs was regarded as the first settler; he located at Green Point in 1828.

Old Richview was laid out in 1839 by Wm. B. Linsay, on Section 10. It was called Richmond up to 1845, when a post-office was established here, and, there being another town and post-office in the State named Richmond, it was thought necessary to change the name. In 1852, the name was made Richview, on account of the elevated site of what is now called Old Town, or Old Richview, about half a mile from the station, and the very beautiful view of the surrounding country in all directions. When the Illinois Central was built, the track was laid about half a mile east of the Old Town. In 1854, the railroad company built a depot and switch about three-fourths of a mile northeast of the village, on a forty-acre tract of land, owned by

the company, and, in 1855, laid out an addition to the town. The company named the station. In 1857, the railroad company gave seventy-five lots at this place to the Washington Seminary, incorporated February 16, 1865, situated about a mile from the station.

ASHLEY. After Colonel L. W. Ashley, division engineer. James Woodrome and his family were the first settlers of this precinct. They came in 1825; within three years thereafter, five of his sons settled in this neighborhood, and it became known as Woodrome Settlement. This precinct was formerly called Beaucoup. In the autumn following Jas. Woodrome's advent, William and Burton Nicholls came from Georgia, and settled on Section 23. In 1840, the settlers clubbed together and built a small log school-house on the site of the present town of Ashley. The plat of the town was recorded May 27, 1854. The Central Railroad was built through here during that year.

RADOM. A government of Russian Poland. It was named by Gen. John B. Turchin, in 1873, about which time he induced a number of Russian Polanders to settle in the locality.

DUBOIS. Called Coloma prior to 1868, after which date its name was changed to DuBois, in honor of Jesse K. DuBois, auditor of public accounts from January 12, 1857, until December 12, 1864. The early settlers were principally from the States of Kentucky and Tennessee. The first settler was Geo. Palmer, who located on Section 29, in 1827. The first store was carried on and owned by a man named Tibbles, who emigrated from one of the Eastern States.

The town of DuBois was laid out in 1853, by L. I. Bridges, J. W. Tilley, and D. and E. H. Topping. About two-thirds of the population are Germans and Polanders; the first colony of the latter settled here in 1873, on lands purchased of the railroad company. On Section 27, on the east side of the Little-Muddy River, on the second bottom, about ten feet above high-water mark, are the remains of an Indian burying-ground, supposed to have been used as a place of sepulture by the Kaskaskia tribe.

A coal-shaft was sunk at DuBois by Vose & Beard, in 1865, and a six-foot vein of coal was found at the depth of 300 feet.

TAMAROA. Named by Nelson Holt, agent at Tamaroa since 1855, and employed on the road as civil engineer during its construction.

The Tamarouas were one of the five tribes composing the Illinois Confederacy, which consisted of the Mitchigamias, Kaskaskias, Peorias, Kahokias, and Tamarouas. These latter were associated with the Kaskaskias and the Mitchigamias, and were located near Fort Chartres, on the Mississippi.

ST. JOHNS. In 1856, the order of Ancient Free and Accepted Masons had a celebration at this place, which, happening on St. John's Day, June 24, they named the town accordingly.

DU QUOIN. At the time the road was constructed, there was a small village about five miles distant, from which the station took its name. The word quoin is an old English word synonymous with coign, modern French, coin, meaning an external angle or corner; as Du Quoin is in the southeast corner of Perry County, this may explain the name.—Mauriac.

The name means simply a feather, and it is not unlikely that Du Quoin means some particular kind of a feather. Du may be the French preposition—in which case, "He of the Feather" may be the original meaning of Du Quoin.

Du Quoin was a chief of the Kaskaskias and Peorias, of considerable talent; he wore a medal presented to him by Washington, whom he visited at Philadelphia. In the early part of the present century, the two tribes under his guidance emigrated to the southwest, and in 1850, they were in the Indian Territory and numbered eighty-four persons.—"History of Illinois," by Davidson and Stuve.

ELKVILLE. From Elk Prairie, so called from the elk that years ago frequently made their appearance on this prairie, attracted by the salt-licks. Some of the oldest settlers have seen elk about here, and have found a great many elk horns.

DE SOTO. From Fernando de Soto, a Spanish explorer, born at Xeres de los Caballeros, in Estremadura, about 1496; died on the banks of the Mississippi, in June, 1542, while attempting to descend its banks. To conceal his death, it is

said, his body was wrapped in a mantle and sunk at midnight in the middle of the stream.

BIG MUDDY. Water station; tank supplied with water from Big-Muddy River, which was discovered and named by the French, *Riviere du Vase or Vaseux*—river of mud, or muddy river.

CARBONDALE. In the summer of 1852, the line of the Illinois-Central Railroad was permanently located through this—Jackson—county. In August, 1852, Daniel H. Brush of Murphysboro, Ill., desiring to locate a town on the line of this road, associated with himself L. W. Ashley, chief-engineer of the southern division of the road, I. F. Ashley, A. Buck, I. Buck, Thomas Barnes, A. Connor, Wm. Richart, H. C. Long, E. Leavenworth, James Koenig, and John Dougherty, and purchased 360 acres of land in Sections 16 and 21, Township 9, for that purpose, and on November 24, 1852, laid out the town which, at the suggestion of D. H. Brush, it being in a coal region, was called Carbondale. For the purpose of convenience, the deeds were made out in the name of John Dougherty, who was to act in a fiduciary capacity for his associates. The railroad was completed to this place from the south on July 4, 1854, when the first locomotive came into the town. The citizens gave a free dinner and extended a general invitation, which was responded to by upward of 2000 men, women, and children, who came from the surrounding country to see, for the first time in the lives of most of them, a railroad, locomotive, and a train of cars.

The first residence was erected by James B. Richart, in 1852.

The first sermon was preached by Rev. Josiah Wood, a Presbyterian minister, in December, 1852.

No intoxicating liquors have ever been sold as a beverage in this town.—*Carbondale Observer*, May 2, 1878.

BOSKY DELL. Fruit station; established in 1877; named by Rev. J. L. Hawkins of Carbondale, who writes as follows:

"You inquire as to the origin of the name Bosky Dell. There is nothing of romance about it; on the contrary, the history is very commonplace. Consulting my dictionary, one day, I met with the word bosky, designated as obsolete, a synonym for

brushy. I was pleased with it, and not long afterward, in the course of a sermon, in one of my descriptive illustrations, I used the words Bosky Dell. A gentleman and lady of literary taste and culture, natives of Britain, who were present, a few days afterward called my attention to it, expressing themselves pleased with the description, and especially with the poetic beauty of the term Bosky Dell. Subsequently, when making a call at the house of Samuel Cleeland, the proprietor of the red-sandstone quarry and land at that station, he told me that he had laid out the ground for a small village, and was at loss for a name by which to call it; that the surveyor, Mr. Newsome, suggested Lithopolis, and others suggested other names. I remarked that Lithopolis was a big, high-sounding name, already borne by an obscure village in the neighborhood of Columbus, Ohio; that the other names were common to other localities. Give it an original name, descriptive of the locality, and one which no other place in Europe or America now bears. Call it Bosky Dell. 'Bosky Dell,' he replied, 'Bosky Dell,—Bosky Dell it shall be'; and accordingly he had his papers made out and recorded in that form."

MAKANDA. This station derived its name from that of the chief of the last tribe of Indians who inhabited the section of country about here. His name was Makanda.

COBDEN. Called South Pass prior to 1859. Named after Richard Cobden, M. P., who visited Illinois and passed over the road in 1858. At the time, Mr. Cobden was a large shareholder in the Illinois-Central Railroad Company. He was an English statesman, born at Dunford, near Midhurst, Sussex, June 3, 1804; died in London, April 2, 1865. He traveled extensively during his life, and wrote several books. In 1839, he took a leading part in establishing the well-known Anti-Corn Law League; he was a declared free-trader. First elected to parliament in 1841, his oratorical ability and the great extent and variety of knowledge he possessed, upon all subjects connected with trade and commerce, immediately obtained for him a high place among leading parliamentary speakers. He was also an active member of the Peace Society.—Appleton.

ANNA. From Mrs. Anna Davie, wife of Mr. Winstead Davie of Jonesboro, Ill., who has held office as county-clerk, clerk of circuit court, probate judge, and postmaster, and was the founder of the town of Anna.

County-seat of Union County; established February 25, 1818.

DONGOLA. So named by Mr. Leavenworth, after Dongola in Africa. There was no other place of the same name in the United States at the time.

WETAUG. Named by George Watson, division superintendent, who formerly lived in a small town of that name in Massachusetts.

In Ojibway dialect, the word means a gambler; probably named after some Indian given to gaming.

There is a large mineral spring near here about 100 feet deep; the volume of water never diminishes, even during dry weather.

ULLIN. Ullin was Fingal's bard, and is described in several of Ossian's poems as one of the eight heroes of Ossian, and as "Ullin, Stormy Son of War."

PULASKI, Pulaski County. After Count Casimir Pulaski, a Polish soldier, born in Lithuania, March 4, 1747. He fought desperately for the liberation of Poland, but the coalition of Austria, Prussia, and Russia for that country's dismemberment made resistance hopeless. Pulaski escaped to Turkey, thence to France, where he offered his services to Franklin in the American cause. With high recommendations to Gen. Washington, he arrived at Philadelphia in the summer of 1777, entered the army as a volunteer, and so distinguished himself that, after the battle of Brandywine, he was made commander of the cavalry with the rank of brigadier-general. He subsequently resigned his commission and organized a corps of cavalry and light infantry, which became famous as Pulaski's Legion. He died in the attack on Savannah, March 4, 1779. A monument to his memory, voted by congress, has never been erected; but one was raised by the citizens of Georgia in Savannah.

VILLA RIDGE. High land north of Cairo. Named by the daughter of a Dr. Arter, after their farm, which they called

Villa Ridge. The doctor settled on his farm, about one mile west of the present station, in 1837. They had the first frame house and the first glass windows in the settlement.

MOUNDS. So called because ancient Indian mounds are found hereabout. The remains of some of these are still to be seen. The post-office at this place is called Junction, being the junction with the Mound-City Railroad, now the property of the Illinois-Central Railroad Company.

CAIRO. In 1818, John Comegys, Shadrach Bond, and others entered 1800 acres of land near the mouth of the Ohio River, and obtained from the territorial legislature a charter under the name of the City and Bank of Cairo. By the death of Comegys, it reverted to the government. In 1835, Sidney Breese, David J. Baker, and Miles A. Gilbert entered the forfeited bank tract and transferred it to the Cairo City and Canal Company, whose charter was obtained in 1837. They also purchased the interests of William, John, and Thomas Bird in adjoining land, increasing their tract to 10,000 acres. They negotiated a loan for $2,000,000 in England, in 1837, and expended it for levees, mills, etc. Mortgage incumbrance preventing sale of lots, in 1846, Thomas S. Taylor of Philadelphia, and Chas. Davis of New York, were made trustees to improve and sell the property. The trust eventually reverted to Samuel Staats Taylor of Cairo, and Edwin Parsons of New York, the lots first coming into market in 1853. The town was platted finally in 1858.

Dickens refers to Cairo in "Martin Chuzzlewit," styling it Eden.

EAST DUBUQUE. Formerly called Dunleith, and was so named by a Scotch lady of Dubuque, who fancied that in the broken and picturesque appearance of the country she saw a striking likeness to that once possessed by a famous old Scotch laird of Dunleath.

It is located on the east bank of the Mississippi River, opposite the City of Dubuque, Iowa, with which it is connected by the bridge of the Dunleith-and-Dubuque Bridge Company, completed January 1, 1869.

MENOMINEE. After the Menominee tribe, wild-rice-

eaters, belonging to the Algonquin family, and from their first discovery to the present century residing on the Menominee River, which empties into Green Bay, Wis., their name being that of the wild-rice on which they in great part subsisted.

GALENA derives its name from the sulphuret of lead which abounds in this locality; it is the centre of the region known as the Galena lead-mines, and is situated on both sides of the Galena River, formerly called Fever, a corruption of the French word, *Fève*—a bean. In the act of congress laying out the town of Galena, this river is called Bean River; it is six miles from its confluence with the Mississippi River.* The discovery of lead-ore in this region is attributed to Le Sueur, who made a voyage up the Mississippi in 1700, for the purpose, it is said, of discovering ores. This was probably the first discovery of Galena made in this country.

The town was laid out in 1827, and incorporated as a city in 1839. In 1854, there were 27,285,000 pounds of pig-lead shipped from here, valued at $1,300,075. From 1845 to 1847, the years of maximum production, the quantity of lead made into pigs was even larger.

COUNCIL HILL. There is a tradition that the Indians held councils here. Near the station is a large rock, from which Black Hawk is said to have addressed his braves for the last time.

SCALES MOUND. From a large mound about one-half a mile from the station, owned by a man named Samuel Scales.

APPLE RIVER. *La Pomme*, or Apple River, so called from the number of crab-apple trees on its banks. This stream empties into the Mississippi River. At a point 2 34/100 miles east of the station, the main track of the Illinois-Central Railroad is 245 feet from the Wisconsin State-line.

A German named Apple was killed near here during the Black-Hawk war; the station and the river may have taken the name from him.

* In an old French map that was published in Paris in 1703, thirty years after the discovery of the Mississippi River by Marquette and Joliet, this river is put down as *Riviere au Parisien*, and near it is marked *Mine de Plomb*, showing the discovery of lead at Galena at this early period.

WARREN. Called Courtland prior to 1853 or 1854. The name was changed by the citizens to Warren, in honor of Warren Burnett, son of Capt. Alexander Burnett, the first male child born in the town.

NORA. Named by R. B. Mason, chief-engineer, at the request of John M. Douglas, who remarked that as it was a very small place, he preferred a very small name. Mr. Douglas has a large farm in the vicinity.

There is a place named Elizabeth, eighteen miles south of Nora, which established a precedent for adopting a woman's name for the town of Nora.

WADAMS GROVE. William Waddams was one of the first settlers in Stephenson County. He came from New-York State about 1828. Station originally called West Point, then Sada, and finally Wadams Grove. As late as 1849, all lands hereabout belonged to the United-States government, and a Seth Waddams lived here then.

LENA. This name occurs in, and was taken from, Ossian's poem of "Fingal." It is the place where a great battle was fought in Ireland between Fingal and Swaran, in which the latter was defeated. It was evidently a healthy plain near the shore. "He moved first toward the plain of Lena"; on "Lena's echoing heath." The town was laid out by Samuel J. Dodds, in 1853; he kept a hotel here in 1850.

LEROY. A man named Hiram Jones, who came from Utica, New York, and settled in this locality in 1846, had a son named Leroy, after whom he named the town.

FREEPORT. In the latter part of 1837, the county-seat of Stephenson County was established at Freeport; the town was that year formally named. It had previously been known as Winneshiek, the name of the chief of a band of from two to three hundred Indians, who had a village here in 1827, and whose burying-ground is where the Illinois-Central Company's freight-house now stands. Then the settlement consisted of but a few houses. The tavern, in fact but not in name, was the residence of William Baker, who built the first house, in 1836, at

which new-comers were hospitably entertained, often without charge. Mrs. Baker finally began to tire of her husband's promiscuous hospitality, and, one morning at breakfast, rechristened the settlement Free Port, by which generous title, ironically applied, it has since been known.—"History of Stephenson County."

L. W. Guiteau, father of Chas. J. Guiteau, the assassin of James A. Garfield, president of the United States, settled here in 1837. He was deputy-clerk of the circuit court of Stephenson County in 1852, and freight agent of the Galena & Chicago-Union Railroad at this station in 1853. Freeport was incorporated as a village in 1850, and as a city in 1855.

BAILEYVILLE. Named after O. Bailey, who was a native of Vermont, and located here in 1848.

FORESTON. Laid out by D. A. Neal of Beverly, Mass., in 1854, at which time there were several forests of trees thereabout. Isaac Chambers, who located near here in 1829, is said to have been the first white man to inhabit Ogle County.

HALDANE. After Alexander Haldane, station agent and neighboring land-owner. He was born in June, 1804, in Leith, near Edinburgh, Scotland. He emigrated to New York in 1835, and located in Ohio four years later. In 1849, he removed to Jacksonville, Ill., and entered into the lumber business. Four years later, in company with a Mr. Scott, he went to Pecatonica, Ill., and thence to Dixon, still continuing the same business. In 1855, he purchased an interest in 300 acres of land lying near this place, and in May, 1856, a warehouse and side-track having been built, he opened a grain and lumber warehouse. In January, 1858, a station was established and he was appointed agent, a position he now holds.

POLO. Named after Marco Polo, the famous Venetian traveler, by Hon. Zenas Aplington, the original proprietor of the land. He was contractor for the construction of the Illinois-Central Railroad, his contract extending eight miles north and south of Polo. The town was incorporated in 1856, and was at that time the only town of this name in the United States.

WOOSUNG. A town in China; the station here was named

by Capt. Anderson, the agent, who formerly sailed between New York and China.

NORTH DIXON. North of Dixon proper, and located on north side of Rock River.

DIXON. Father John Dixon was the first white settler in Lee County. He went there in 1830, and kept the ferry across Rock River. He donated to the city the eighty acres of land now within the city limits, and upon which the court-house stands. He died about 1876, universally loved and regretted; to inhabitants of the city evinced their respect for his memory by suspending business, closing their stores, and joining in the funeral procession.

ELDENA. In honor of Mrs. Eldena Van Epps, wife of a former owner of the lands.

AMBOY. After Amboy, New Jersey. It is said to be a Delaware Indian word, signifying a bowl.

A Frenchman named *Filamalee*, is said to have been the first white settler in the present limits of Amboy township. Some of the early settlers remember his shanty about a mile south of Rock Ford, and have not forgotten the mortar made in a burr-oak stump, in which he pounded his corn for bread.

The beginning of the settlement at this site was made in 1838, by John Sawyer, who built a cabin on the bank of the creek. The survey for the town-plat was completed March 24, 1854. The company have their principal machine-shops for the north division at this point.

SUBLETTE. In a history of Lee County it is said that the town was first called Hamo. The railroad company having named the station Sublette, it was desired to have the name of the township correspond, and it was accordingly changed. The name was first employed, it is said, because of the frequent subletting of the contract for the grading, which is very heavy between this point and Mendota, of the Illinois-Central Railroad. The settlement of the township dates from 1837.

MENDOTA. Indian term, meaning junction of two trails, paths, or roads. Named by T. B. Blackstone, now president of

the Chicago & Alton Railroad Company, who was in 1853 one of the divison engineers employed in the construction of the Central Road.

Crossing of the Chicago, Burlington & Quincy Railroad.

DIMICK. Homer prior to 1875; named after one of the first settlers in this vicinity. He spelled his name Dimmick.

LASALLE. Rene-Robert Cavelier Sieur de la Salle. La-Salle was the name of an estate near Rouen, belonging to the Caveliers.

One of the most remarkable explorers whose name lives in history. Born in Rouen, in November, 1643, he died at the hands of assassins on a southern branch of the Trinity River, Texas, March 19, 1687.

OGLESBY. In honer of Gov. Richard J. Oglesby, who was born July 25, 1824, in Oldham County, Kentucky. He was governor of the State of Illinois from January 16, 1865 to January 11, 1869; reëlected in 1873, and afterward elected United-States senator.

In 1861, he was elected colonel of the 8th regiment Illinois Volunteers, was afterward promoted for gallantry at Fort Donelson to a brigadier-generalship, and in 1863, to the rank of major-general of volunteers.

TONICA. From the Tonicas or Tunicas, a tribe of Indians which, in 1713, were located on the Mississippi River, about 18 French leagues south of the well-known Natchez tribe, which gave the French colonists considerable trouble during the early history of Louisiana. Natchez, Miss., is 279 miles north from New Orleans by river; reckoning three miles to a league, would place the Tunicas at a point about 225 miles, by river, from New Orleans. There is now in the Mississippi River, in Louisiana, an island called Tunica Island, and six miles up the river from this island is a landing known as Tunica, near a bayou bearing the same name; the distance from New Orleans, by river, to this landing is 205 miles.—Shea.

In the Ojibway Indian dialect, the word signifies a place inhabited.

LOSTANT. After the Countess of Lostant, wife of Baron Mercier, French minister at Washington, who, in company with Prince Napoleon, visited Illinois in 1861.

WENONA. Hiawatha's mother, daughter of Nokomis.

"'See! a star falls,' said the people;
'From the sky a star is falling!'
There among the ferns and mosses,
There among the prairie lilies,
On the Muskoday, the meadow,
In the moonlight and the starlight,
Fair Nokomis bore a daughter.
And she called her name *Wenonah*,
As the first-born of her daughters."

Hiawatha's Childhood.

RUTLAND. Originally called New Rutland, and so named by the settlers who came from Rutland, Vermont.

MINONK. This name appears on a map published by Thevenot as Marquette, but not on Marquette's map. It doubtless is of Indian origin.

In Ojibway dialect it means good place. *Mino*, good, *onk*, place.

WOODFORD. Named by Peter Rockwell, after the name of the county. The county was named by Thomas Bullock, the first settler, who surveyed and laid it out in 1841, after Woodford County, Ky., his former place of residence. The Illinois-Central was the first railroad built in this county. At its completion, in 1852, the rapid development and prosperity of the county began.

PANOLA. Named by J. B. Calhoun, by placing the vowels a, o, a, and filling in with the consonants p, n, l, making Panola.

EL PASO. Named by Geo. L. Gibson, one of the original land-owners, after El Paso, New Mexico. In Spanish, the words mean, The Pass.

KAPPA. The Kappas were a tribe of Indians, first mentioned by Garcilasso, the historian of De Soto, on his route of discovery in 1539 to 1542. They were below the point where De Soto discovered the Mississippi River, in May, 1541. They are next reported, on the south side of the Arkansas River, by

Joutel, on his way back to the Illinois country, after the assassination of LaSalle, in Texas, in 1687. They are next reported by Jed. Morse, in Southern Illinois, in 1697; whence they were subsequently driven by the Illinois tribes. It is probable that the Quapaws, who are now located on their reservation in the Indian Territory, are the last remnants of this tribe, whose name has been corrupted less than their morals.

HUDSON. The Illinois Land Association, as it was called, was organized at Jacksonville, Ill., February 6, 1836, by Horatio N. Pettit, John Gregory, Geo. F. Durkitt, and a number of others, hese three being appointed a committee of general superintendence. Each member of the colony paid $235 for a share in the enterprise. For this he was entitled to receive 160 acres of land, four town lots in the prospective village of Hudson, and a share in the net profits of the undertaking. Some twenty of the original shareholders became actual settlers. Among these were Horatio N. Pettit, John Gregory, John Magoun, James Robinson, Oliver March, James and Joseph Gildersleeve, Jacob Burtis, and Samuel P. Cox. The originators of the enterprise were many of them from near Hudson, New York, and the name was given the new village in honor of their old home. The village survey was completed about July 4, 1836.—"History of McLean County." On a map of Illinois, published in 1857, there is a village called Hudson Settlement, a short distance east of the present station.

NORMAL. The original name of this township was North Bloomington, but was changed to Normal after the State Normal University was located here. The university was established by an act of the general assembly, approved February 18, 1857, and went into operation October 5, 1857. It will seat 270 pupils in the normal department, and 225 in the model-school department. The lands, comprising 160 acres, were donated, as was also the cost of the buildings, about $150,000.

BLOOMINGTON. A large tract of land in this county, McLean, extending over the present location of the city, was formerly known as Keg's Grove. William Orendorff, who came from below the Sangamon, located in this grove in May, 1823. Mrs.

Orendorff, a lady of considerable culture, disliking the name Keg, suggested that it be changed to Blooming Grove, which was agreed upon in 1824.

James Allen, one of the early settlers, bought the land on which the original village was located, and opened a store, at that time the only trading-place for this section of the country, and, in 1829, he succeeded in securing the location of the county-seat of McLean County upon his land, and called it Bloomington, from Blooming Grove.

The Chicago-and-Alton Railroad have shops here employing 700 men. The Wesleyan University buildings, located here, cost $200,000. The court-house, a handsome building, cost $400,000. The city is supplied with water from a subterranean river, the water-works being north of the Chicago-and-Alton Railroad Company's passenger-station.

HENDRIX. Named in honor of John Hendrix, the first settler in the present limits of McLean County, who came here in the early part of 1822. The station is located on land which was originally part of his claim.

RANDOLPH. Named after Gardner Randolph, one of the early settlers in this locality. Randolph's Grove is situated about three miles southeast of here. The township is likewise called Randolph. Station established in 1860 as Fielders; changed to Randolph in 1862.

HEYWORTH. In honor of Lawrence Heyworth, M. P., of Yew Tree, near Liverpool, England. He visited Illinois in 1856, and became a large stockholder in the Illinois-Central Railroad. Originally called Elmwood.

WAPELLA. After Wapello, chief of the Foxes, subordinate to Keokuk, principal chief of the Sacs and Foxes. Wapello wisely cast his lot with Keokuk, remaining with him west of the Mississippi, at peace with the Americans, when Black Hawk invaded Illinois and Wisconsin in 1832. In the summer of the next year, when Black Hawk was brought back from Washington, a prisoner of war, to be returned to his tribe, a council was convened by Major Garland at Fort Armstrong, Rock Island, for the

the purpose of reconciling Black Hawk to the rule of Keokuk. Wapello used his influence on that occasion to soften the harshness and asperity resulting from the old quarrel between Keokuk and Black Hawk, and to mitigate the humiliation of the latter on his return.

The signification of his name, according to Drake, is The Little Prince, but those who have made Indian names a study would give it other meanings. *Waup* or *Waub*, in Sauk dialect, means—He that is painted white.

There are still living men who remember Wapello as a candid and consistent friend to the Americans on all occasions.

CLINTON. In honor of DeWitt Clinton, after whom the county was also named DeWitt. An American statesman, born at Little Britain, New Windsor, Orange County, New York, March 2, 1769; died in Albany, February 11, 1828. He was at one time mayor of New-York City; was also in the senate of that State and in the senate of the United States. In 1816, he was elected governor of New York, and again in 1819. On July 4, 1817, he broke ground, with his own hands, for the construction of the Erie Canal, a measure which he had advocated with great earnestness, and in October, 1825, he was carried in a barge through the completed canal, while bells rang and cannons saluted him at every stage of that imposing progress.

A grateful people mourned his death with all the pomp of national sorrow, and posterity cherishes his memory with the homage deserved by a benefactor of mankind.

MAROA. The Maroas, like the Kaskaskias and others, were a subtribe of the aggregation of savages known as the *Illini*.

EMERY. After Chas. F. Emery, a neighboring land-owner, who was born near Ithaca, New York. He settled in Illinois, west of Maroa, in 1856.

FORSYTH. After Robert Forsyth, general freight agent of the Illinois-Central Railroad from 1856 to 1865.

DECATUR. In honor of Commodore Stephen Decatur, who was born January 5, 1779. He was killed in a duel, fought March 22, 1820, near Bladensburg, Maryland, with Commodore James Barron, U. S. N.

ELWIN, formerly called Wheatland, is in the township of South Wheatland, in the neighborhood of an extensive wheat tract; its name Wheatland was proposed in the county board by Robert Carpenter, and no objection being raised, it was so called.

The post-office at this place was called South Wheatland, but owing to the confusion of mail matter between this place and East Wheatland, in Will County, Ill., the name was changed to Elwin. This did not relieve the difficulty, however, and in 1880, the name of the town was changed to Elwin, from the names of two men, Elwood and Martin, the founders of the town.

MACON. After Macon County, which was named in honor of Hon. Nathaniel Macon of North Carolina, whose fame, at the time of the formation of the county, extended throughout the nation. He was born in Warren County, North Carolina, in 1757, and died there, June 29, 1837.

WALKER. After J. W. Walker, through whose influence a side-track was placed here. The station was called Willow Branch, the name of a small creek in the neighborhood, until June 6, 1882, when it was changed to Walker to conform with the post-office.

MOAWEQUA. From Flat Branch, a small stream one and a-half miles south of the station, called by the Indians Moawequa. It means literally, she that weeps; from *mow*, to weep, and *equa*, woman; *mowe*, wolf, *equa*, woman—literally, weeping woman—the wolves always crying out or weeping. The south fork of the Sangamon (Pottawatomie) River bears this name.

RADFORD. After Geo. Radford, neighboring land-owner. Station established in 1874.

ASSUMPTION. Called Tacusah until 1859; changed to Assumption at the request of E. E. Malhiot of Assumption, Canada, who purchased a large tract of land here.

Assumption, a festival of the Roman-catholic church, instituted to commemorate the ascent of the virgin Mary into heaven. From a very early period, it has been a belief in the western and oriental churches that, after death, the virgin was taken up, body and soul, into heaven. This event is called, in the ancient eccle-

siastical writings, the assumption passage, or reposi, and is mentioned by various early authors, among whom are St. Gregory of Tours, in the sixth century, and Andrew of Crete, at the beginning of the eighth century. The date of the institution of the festival is unknown, but it is mentioned as having been celebrated with great solemnity before the sixth century, both in Greek and Latin churches. It falls on August 15.—Appleton. This station was settled largely by Roman catholics.

DUNKEL. After Elias Dunkel, agent and neighboring land-owner. He was born January 5, 1849, in Pickaway County, Ohio; his father emigrated to Menard County, Ill., in 1852. In 1872, he removed to Christian County, where he now resides. In 1875, he constructed a side-track and the necessary station-buildings, and was appointed agent in 1879.

PANA. In Father Anastasius Douay's narrative of LaSalle's attempt to ascend the Mississippi, in 1687, given in "Discovery and Exploration of the Mississippi Valley, by John Gilmary Shea," mention is made of an Indian tribe of this name, which he locates west of the Mississippi. The Pani tribe were called Towiaches by the Spanish. In 1750, they were on the south bank of the Missouri. In 1804, Lewis and Clark reported them on the headwaters of the Red River, where they raised abundance of corn, and had many captives among them taken from the Spanish when children.

St. Louis, Alton and Terre-Haute Railroad track completed east to this point, August 23, 1855.

OCONEE. From Oconee, the daughter of an Indian chief. Oconee is the Shawanee word for bone.

RAMSEY. In honor of Alexander Ramsay, born near Harrisburg, Pa., September 8, 1815. In his boyhood, he worked at the carpenter trade, but having a fair education, he was appointed, in 1828, a clerk in the office of register of Dauphin County, Pa. Having a strong talent for active political work, he was soon conspicuous in organizing Whig clubs. He was elected secretary of the Pennsylvania electoral college in 1840. Was a clerk of the lower house of the Pennsylvania legislature for several years; and

a member of congress from 1843–7. In 1849, he was appointed, by President Taylor, governor of Minnesota Territory. His term ended in March, 1853. In 1855, he was elected mayor of St. Paul; in 1859, was elected governor of Minnesota, and reëlected in 1861; in February, 1863, he was appointed U. S. senator, and reappointed in 1869, his term expiring in 1875. On September 10, 1879, President Hayes appointed him secretary of war, which portfolio he held until Mr. Garfield's cabinet was formed.

VERA. Called Bear Creek prior to 1874. Vera, both in Latin and Spanish, means true. *Vera Amicitia*—true friendship, in Latin; *Vera Cruz*—true cross, in Spanish.

VANDALIA. By an act of the general assembly, approved January 27, 1821, this was declared to be the seat of government for twenty years from December 1, 1820.

Guy Beck and wife were the first settlers within the present limits of Fayette County; they were both natives of Kentucky, and came to Illinois when it was a territory, locating in St. Clair County, near the Cahokia village, in the year 1809. On the breaking out of the war of 1812, he enlisted as a ranger and served until peace was declared. His improvements were made on Sec. 9, T. 8, R. 2.

The First Presbyterian Church at this place was organized July 5, 1828, by Rev. Solomon P. Hardy, a missionary sent out by the American Home Missionary Society.

The *Vandalia Intelligencer* was started about 1822; afterward succeeded by the *Illinois Intelligencer*.

Vandalia was for about twenty years the capital of the State, which was moved from Kaskaskia in 1820, and remained here until 1839, when it was removed to Springfield.

The town was surveyed and laid out in July, 1819, by Wm. C. Greenup, Beal Greenup, and John McCullom. The latter named his first child Vandalia McCullom.—"History of Fayette Co."

Gov. Ford, in his "History of Illinois," says that when the capital was to be moved from Kaskaskia, a high-sounding name was desired for a new capital. A wag suggested that the Vandals were a nation renowned in the classics, and proposed Vandalia, which was adopted.

"It is an extraordinary fact that in this town, the capital of Illinois, a State more extensive and infinitely more fertile than England, the first house in which was not begun until the year 1821, three annual meetings of an antiquarian and historical society have already taken place, and the whole of their published proceedings are as regular, as well conducted, and as well printed, from the Blackwell press of Vandalia, as if the seat of the society had been at Oxford or Cambridge.

"Judge Hall's second address to the society, in 1828, contains the following remarkable passage: 'It is but eight years since the axe was first laid to the tree on the spot where we are now assembled. All around was one vast wilderness. The gentle stream that murmurs past our town had never been traced through its meanders by any but the hunters. A rich growth of majestic oaks covered the site of the future metropolis, and tangled thickets, almost impervious to the human foot, surrounded it on every side. The gentlemen who attended the first session of the legislature, which sat at this place, sought their way through the neighboring prairies as the mariner steers over the trackless ocean, by his knowledge of the cardinal points. Our judges, legislators, and lawyers came pouring in from opposite directions, as the wandering tribes assemble to their council, and many were the tales of adventure and mishap related at their meeting. Some were lost in the prairies, some slept in the woods, some were almost chilled to death in plunging through the creeks and rivers. Now, we have post-roads diverging in every direction, and our mails are brought in stages from the East, the West, and the South. The fine country to the north was then just beginning to attract attention. Wonderful accounts came to us from the Sangamon and the Mauvais-terre [part of the district of Morgan County, in the neighborhood of Jacksonville], of rich lands and pure streams, and prairies more beautiful than any which had previously been discovered. But those lands had not yet been offered for sale by the United States, and were not included in the limits of any county. The adventurous settlers neither owned the soil on which they lived, nor enjoyed the benefit of any civil organiza-

tion. What a change has been produced in eight years! The country which, previously to that period, was known only as an inviting frontier, forms now the fairest portion of our State. A dozen counties have been formed in that direction and within that time, three of which rank among the foremost in wealth, improvement, and population.'"—"Three Years in North America. By James Stuart. Edinburgh, 1833."

SHOBONIER. The name of an Indian chief. It is derived from the word chevalier, a name given him by the French, meaning a horseman, or gallant young man. In the language of the tribe through which this name comes to us, there is no sound of v or l; these sounds are supplied by b and n. The interpreters introducing the name to writing have therefore varied the French orthography of the word accordingly, and rendered it Shobonier.

VERNON. Established in 1872; named after Wm. Vernon, auditor of the Illinois-Central Railroad Co. up to 1875. Died February 5, 1881.

PATOKA. After Patokah, an Indian chief, who, with his tribe, lived at the Mineral Springs, a few miles west of here. Their burial-ground is also near the springs.

WILSON'S SIDING. After W. B. Wilson of Carrigan, who built a saw-mill here when the side-track was finished.

SANDOVAL. After an old Mexican or Spanish chief; should be pronounced Sandōval. The first regular connection with the Ohio-and-Mississippi Railroad was made at this point, August 23, 1855.

INDEX.

By Frederick A. Hunt.

A.

Abbott, Samuel, 120 n.
Accidents, statistics of, relatively to railroads and stage-coaches, etc., 61; statement by Charles Francis Adams, Jr., concerning, 61–2.
Adams, Charles Francis, Jr., statement by, relative to railroad accidents, 61.
Adams Street, West Chicago, 53 n.
Ætna Station, derivation, 128.
Agricultural College, Ill., 132.
Alabama, 34; grant to railroads in, 35.
Albany, N.Y., 38, 41, 52 n.
Albany Evening Journal, 4; see Thurlow Weed.
Alexander Co., Ill., 18, 26 n, 30.
Alexander, M. K., 100.
Algonquin tribe, 109, 110, 112, 123, 139.
Allen, Horatio, 5.
Allen, James, 146.
Allen Paper Car-Wheel Co., 117.
Alma River, Russia, 131.
Alma Station, derivation, 131.
Alton, Ill., 11 n, 13, 46 n, 73 n, 99; railroad from, 31; railroad from to Springfield, 50.
Alton-and-Sangamon R. R., 50; chartered to run from Alton to Springfield; completed, 31; charter of, 50.
Alton-and-Springfield R. R., estimated cost of, 18.
Amboy Station, derivation, 142.
American Bottom, St. Clair Co., 9.
American Home-Missionary Soc., 150.
Anderson, Capt. John H., 142.
Andrew of Crete, 149.
Anna Station, derivation, 137.
Annapolis, Md., 7 n.
Ann Arbor, Mich., 59.
Aplington, Zenas, 141.
Apple-River Station, derivation, 139.
Arcole, 128.
Arcole Station, derivation, 128.
Arkansas, 101 n.
Armstrong, W. H., railroad commissioner, report as to rates, 59.
Army Corps (17th), 46 n.
Army of the Potomac, 46.
Arter, Dr. Daniel, 137.
Ashkum, Iroquois chief, 124.
Ashkum Station, derivation, 124.
Ashley, I. F., 135.
Ashley, L. W., 41, 133, 135.
Ashley Station, derivation, 133.
Ashmun, Hon. George, 34.
Assumption, Canada, 148; festival of the description, 148.
Assumption Station, derivation, 148.
Atlantic Ocean, 69.
Augusta, Ga., 5.
Aurora, Ill., 48.
Aurora Branch R. R. Co., chartered, 48; see Chicago-and-Aurora R. R.
"A Winter in the West," by Charles Fenno Hoffman, accredited, 121 n.

B.

Bacon, Wm., 106.
Baileyville Station, named after O. Bailey, 141.
Bailly, Eleanor, 122 n.
Bailly, Esther, 122 n.
Bailly, Hortense, 122 n.
Bailly, Joseph (Bailly de Messein), letter concerning him and his descendants, 120 n, 121 n, 122 n; location of homestead, 121 n.
Bailly, Rosine, 122 n.
Baillytown, Ind., 123.
Baker, David Jewett, 138.

Baker, Edward Dickinson, 73 n, 78, 92 n, 97.
Baker, William, 140.
Baldwin, James, 52 n.
Baldwin, Mathias W., 24; locomotive-builder, his birth and death, 24 n.
Baltimore, Md., 8 n, 12, 55; conferences in, result in construction of B. & O. R. R.; railroad system from not completed until 1874; railroad to Ellicott Mills opened, 7; from to Ellicott Mills travelled in one hour, 9; assisted B. & O. R. R., 54.
Baltimore-and-Ohio R. R., 11 n, 54, 55; alleged to have been the first chartered and fully-organized company; construction of, the result of conferences held in Baltimore; act of incorporation of, granted; company organized; inauguration of; section from Baltimore to Ellicott Mills opened, 7; steam-power introduced on; first locomotive used on; first locomotive built in America, named Tom Thumb; opposed by Chesapeake-and-Ohio Canal Co., 8; solved many problems of transportation, 9; history of company mentioned, 9 n; Washington branch of, 11 n.
Banks, Nathaniel P., 45, 45 n.
Baraboo Air-Line (Wis.) R. R. becomes part of C.-and-N.-W. R. R., 51; see C.-and-N-W. R. R.
Baraga, Bishop Frederick, his definition of Chicago, 110.
Barnes, Phelps & Mattoon, 128.
Barnes, Thomas, 135.
Barron, Com. James, 147.
Barron, William T., 46 n.
Barry's Point, Chicago, 52 n.
Bass, Perkins, 46 n.
Batavia, Ill., 53 n.
Batchelder, Joseph, 120.
Baxter, W. D., 105.
Beck, Guy, 150.
Belleville, Ill., 13n, 15, 29n, 37n, 99.
Beloit-and-Madison R. R. becomes part of C.-and.-N.-W. Ry., 51; see C.-and-N.-W. Ry.
Beman, S. S., architect of Pullman, 118.
Benson, Robert & Co., agents for Ill.-Central in London, Eng., 131.
Berkshire Co., Mass., 52 n.
Berkshire Star, Mass., 52 n.
Beverly, Mass., 38 n, 126.
Big-Muddy River, Ill., 42.
Big-Muddy Station, named after Big-Muddy River, 135.
Bill to aid in construction of railroad and canals, 87.
Bird, John, 138.
Bird, Thomas, 138
Bird, William, 138.
Birkbeck, Morris, 43; secretary-of-state, 43 n.
Bissell, Gov. William H., 64.
Black, Jeremiah S., makes erroneous statement relative to Western railroads, 47; chief-justice, etc., and death, 47 n; makes extraordinary statement before anti-monopoly league, 61.
Black-Hawk, 139, 146, 147.
Black-Hawk War, 101 n, 139.
Blackstone, Timothy B., 42, 142; pres. Chicago-and-Alton R. R. Co., 42n.
Blackwell press of Vandalia, The, 151.
Bladensburg, Md., 147.
Blooming Grove, Ill., 146.
Bloomington, Ill., 18, 30, 39n, 42, 80, 84, 100.
Bloomington Station, Ill., 145.
Bloomington-and-Mackinaw Railroad, locomotive purchased for, used on Northern-Cross Railroad, 103.
Board of Public Works, for railroads, constituting same and members of, 100; organized, 101.
Boltenhouse Prairie, Ill., 43.
Bond County, Ill., 18, 92; "friend from," 92n, 93, 94.
Bond, Gov. Shadrach, 83, 138.
Bosky-Dell Station, derivation, 135.
Boston, Mass, 28, 38, 38 n, 44, 52 n, 96; deaths by accident in, compared to number caused by Massachusetts railroads, 61–2.
Boston-and-Albany Railroad, 52 n.
Boulevards, 114.
Bowen, James H., 119.
Brayman, Mason, 46, 46 n.
Breese, Sidney, 15, 16, 19, 20 n, 33, 71 n, 86, 87, 98, 138; letter to John K. Sawyer relative to Wabash-and-Mississippi R. R., 16–9; advocates railroad; claims project of Ill.-Cent.;

his own epitaph, 20; incorporator of Ill.-Cent., 21; birth of, various offices held, and death, 33 n; correspondence between and Stephen A. Douglas relative to Breese's claim to have originated idea of Ill.-Cent. R. R., appendix, *et seq.*; favors release of Cairo Co., 63; claims origination of Ill.-Cent.; comment by *Register* on his claim, 64; letter from S. A. Douglas to, 65–76; his claim somewhat invalidated, 68; letter to S. A. Douglas, 76–89; epitaph desired, 89; letter to from S. A. Douglas, 90–8; Ill.-Cent. suggested to, 92; epitaph suggested by S. A. Douglas; concedes that William S. Wait originated idea of Ill.-Cent., 93; accused of traducing Gen. Shields and Sen. Douglas, 97; see "friend from Bond Co."
Bridgeport, Conn., 41.
Bridges, Lyman J., 133.
Bristol, R.I., 45 n, 115.
Bross, Lieut.-Gov. Wm., 55n; prediction as to commerce of Chicago, 55.
Brown County, Ill., 101 n.
Brown, Henry, 23; historian, his birth and death, 23 n.
Brown, Gen. Jacob, 109.
Brown, William Hubbard, 53 n.
Brownsville, Ill., 18.
Brush, Daniel H., 135.
Buck, A., 135.
Buck, I., 135.
Bucklin, Jas. M., 101, 103; letter relative to Illinois railroads, 10 n.
Buchanan, James, 47 n.
Buena Vista, Mex., 102 n.
Buffalo, N.Y., 41, 54.
Buffalo-and-Attica R. R., opened in 1842, 53 n.
Buckley Station, derivation, 125.
Bullock, Thomas, 144.
Burnett, Warren, son of Alex. Burnett, 140.
Burnside, Gen. Ambrose Everett, 45; senator and death, 45 n; cashier and treasurer I.-C. R. R., maj.-gen. and death, 115.
Burnside Station, ten miles of corncribs built at, 115.
Burrall, W. P., 125.
Burtis, Jacob, 145.
Butler, Pierce, mar. Fanny Kemble, 4.
Butterfield, Justin, 32, 71, 81, 94; death, 32 n; birth, dist.-att'y, death, 94 n.

C.

Cache River, Ill., canal to, 30.
Cairo, Ill., 16, 30, 32, 38, 42, 69, 80, 84, 99; Cent. R. R. from, 25; railroad from, 32; railroad to, 33; line from, to LaSalle, completed, 43; road from to Chicago, 81; institution of city, 83; origin of, 138.
Cairo City-and-Canal Co., 31, 32, 63, 64, 95, 138; incorporated and powers given to; to construct canal, 30; acquires all lands granted by congress to aid Ill.-Cent.; releases all its franchises to State of Illinois; all acts granted to repealed, 34; see Great-Western R'y Co.; see I.-C. R. R.
Cairo, N. Y., birthplace of Thurlow Weed, 4 n.
Cahokia Village, 150.
Caldwell, Billy (Indian chief), 127.
Calhoun County, Ill., 99 n.
Calhoun, John B., 78, 108, 125, 127, 144.
Calumet Club, 122 n.
Calumet River, 119, 121 n.
Calumet region, 123.
Calumet Station, 42, 119.
Calumet-and-Chicago Canal-and-Dock Co., 119.
Camac, Turner, introducer of wooden-rail line for transporting ice, 4.
Canada, 120 n, 121 n, 122 n.
Canadian-Pacific R'y, subsidy to, 36.
Canal, Ill.-and-Mich.; see Ill.-and-Mich. Canal.
Canal Street, Chicago, 53 n.
Canal Street, New Orleans, 35.
Capitals of Illinois designated, 150.
Carbondale, Ill., 135.
Carbondale Station, derivation, 135.
Carbondale Observer accredited, 135.
Carlyle, Ill., 18, 33 n, 63.
Carlin, Gov. Thomas, senator, governor, birth, and death, 26 n.
Carpenter, Robert, 148.
Carroll, Charles, of Carrollton, commences B.-and-O. R. R., 7; birth and death, 7 n.
Carrollton, Ill., 26 n.
Carson, Irving W., the scout, conductor on Hyde-Park train, and death, 46.

Casey, Gov. Zadoc, 84, 94.
Cass County, Ill., 101 n.
Cass, Gen. Lewis, 124.
Centennial Exhibition, 117.
Central-City Station, so called from Centralia, 132.
Centralia, Ill., 42.
Centralia Station, derivation, 132.
Central Military-Tract R. R. Co., consolidated with Chicago-and-Aurora R. R., 49; see Chi.-&-Aurora R. R.
Central R. R., from Cairo to Galena, appropriation for; initial and terminal points, 25; estimated cost of 457 miles of, four millions; report of commissioners relative to, 26; actual cost of, 27; report concerning, 28–9; see Illinois-Central R. R.
Chalumeau, 119.
Chamber of Commerce, N.Y., 47.
Chambers, Isaac, 141.
Champaign County, Ill., 126.
Champaign Station, derivation, 126.
Chapultepec, Mexico, 27 n, 46 n.
Charleston, Ill., 73 n.
Charleston, S. C., 5, 6.
Chebanse Station, derivation, 124.
Checagoumeinan, 112.
Checagua, 112.
Checaugou, 111.
Chekagou, 112.
Cheocago, 112.
Cheraw, S.C., 6.
Chesapeake-and-Ohio Canal Co., animosity of, to B.-and-O. R. R., 8.
Chicag, 110.
Chicago, 10n, 11n, 20n, 23n, 28, 32, 32n, 34, 35, 36n, 38, 40, 40n, 41, 41n, 42, 46n, 48, 50, 52n, 53, 53n, 55, 59, 62n, 65, 69, 69n, 71, 73n, 77, 80, 82, 86, 94n, 95, 96, 99n, 102n, 114, 116, 121n, 124; railroad system from Baltimore to not completed until 1874, 7; railroad from to the navigable waters of the Ill. River, 10n; railroad to, 32; railroad from, 34; line from to main line of Ill.-Cent. R. R. completed, 43; line from to Ft. Howard completed, 51; had but one railroad in 1851, 51; Galena road finished from to Elgin, 53; population in 1852; miles of railroad leading into in 1854; mileage of six leading lines in, in 1869 and 1882; never invested in her railroads; reasons for eminence, 54; grain-storage capacity, 55; road from to Upper Mississippi; road from Cairo to, 81; meaning of name, 109, 113.
Chicago-and-Alton R. R., 42n, 143, 146; charters under which constructed; name of, Chicago,-Alton,-and-St. Louis R. R.; name changed to St. Louis,-Alton,-and-Chic. R. R.; road from Alton to Springfield first built, then from Springfield to Joliet; now has 970 miles of road, 50; mileage in 1869 and 1882, 54; see St. Louis,-Alton,-and-Chic. R. R.; see Chic.,-Alton,-and-St. Louis R. R.
Chicago,-Alton,-and-St. Louis R. R.; name of Chic.-and-Alton changed to; name changed to St. L.,-Alton,-and-Chic. R. R., 50; see St. Louis,-Alton,-and-Chic. R. R.; see Chic.-and-Alton R. R.
Chicago-and-Aurora R. R., chartered, 48; road built; consolidated with Central Military-Tract R. R.; purchased line from Galesburg to Quincy; acquired Peoria-&-Oquawka R. R.; C.,-B.,-and-Q. R. R. controls nearly 2000 miles of track, 49; see C.,-B.,-and-Q. R. R.; see Peoria-and-Oquawka R. R.; see Cent. Military-Tract R. R.
Chic.,-Burlington,-and-Quincy R. R., 48, 143; completed track into Chic. on 16th St., 49; mileage in 1869 and 1882, 54; see Aurora-Branch R. R.; see Chic.-and-Aurora R. R.
Chicago Daily Democrat, 37 n; letter to, concerning railroad bill, 86.
Chic.,-Danville,-and-Vincennes R.R., 119.
Chicago Drop-Forging Co., 117.
Chicago-and-Eastern-Ill. R. R., 119.
Chicago Historical Society, 43 n.
Chicago Locomotive Works, built first locomotive in Chicago, 53; organization, date of, and its officers, 53n.
Chicago-and-Milwaukee R. R., absorbed by C.-and-N.-W. R'y, 51; see C.-and-N.-W. R'y.
Chic.,-Milwaukee,-and-St. Paul R. R., constructed under various charters; consolidation termed Racine-and-

Mississippi Co.; early history replete with reverses, 49; mileage in 1869 and 1882, 54; see Racine-and-Mississippi Co.
Chicago-and-Mississippi R. R., charter of, 50.
Chic.-and-N.-W. R'y Co., outgrowth of several companies; title derived from Chic.,-St. Paul,-and-Fond-du-Lac R. R. Co., 50; completes line of Chic.,-St. Paul,-and-Fond-du-Lac R. R.; consolidates with various specified companies; now has 5000 miles of road, 51; exhibited "Pioneer" locomotive, 53 n; mileage in 1869 and 1882, 54; see Chic.,-St. Paul,-and-Fond-du-Lac R. R. Co.
Chicago River, junction of forks of, point of departure for railroad, 101.
Chic.,-Rock-Island,-and-Pacific R'y, originated with the Rock-Isl'nd-and-LaSalle R. R. Co., 51; mileage in 1869 and 1882, 54; see Rock-Isl'd-and-LaSalle R. R.
Chicago,-St. Paul,-and-Fond-du-Lac R. R. Co., gave title to Chic.-and-N.-W. R'y Co.; a consolidation of two companies; various companies consolidated with, 50; becomes embarrassed and reorganizes, 50–1; see C.-and-N.-W. R'y.
Chicago-and-Southern R. R., 119.
Chicago-and-Vincennes R. R., charter granted to, 12.
Chic.-and-West-Indiana R. R., 119.
Chicagok, 110.
Chicagong, 111.
Chicago Tribune, accredited, 99.
Chickasaw Bayou, 46 n.
Chikaugong, 110.
Childs, Capt. John, 34.
Chinn, M. A., 101.
Chippewa Indians, 109, 124.
Church of St. Ann's, Detroit, 121 n.
Cincinnati, O., assisted her railr'ds, 54.
Cincinnati,-Indianapolis,-St. Louis,-&-Chicago R. R., 124.
Cincinnati,-Lafayette,-and-Chicago R. R., 124.
Clark, L. H., 43.
Cleaver, Charles, 46 n, 114.
Cleaverville, Ill., 114.
Cleeland, Samuel, 136.
Cleveland, O., 54.
Clifton House, Chicago, 124.
Clifton Station, derivation of, 124.
Clinton County, Ill., 18.
Clinton, DeWitt, sketch of, 147.
Clinton Station, derivation, 147.
Clothilde, Princess, 126.
Coal-Mine-Bluff R. R., description of its construction, 14, 15; its sale; chartered, 15; see St. Clair R. R. Co.
Cobden, Richard, visit to America; birth and death, 48; sketch of, 136.
Cobden Station, derivation, 136.
Collamer, Judge Jacob, 74, 82, 85, 86.
Collins, Charles, 102, 104, 107.
Columbia, S.C., 5.
Columbus, O., 59.
Co. "D," 19th Ill. Vol. Inf'y, 108.
Comegys, John, 138.
Commissioners, law directing gov. to appoint three railroad, 57; beneficial if discreet in exercise of duties; railroad, in New York and Mass., 58.
Common Council, Chicago, grant Ill.-Cent. R. R. permission to enter city along lake shore, 42.
Conductor, first railroad, in Ill., 104.
Congress, 33, 38, 60; land-grant question in, 32.
"Congressional Reminiscences," by John Wentworth; account of passage of I.-C. R. R. bill in, 34; accredited, 89 n.
Connecticut River, 52 n.
Connor, A., 135.
Constitutional Convention, Ill., 70 n.
Conwell, Mrs. Mary (Mapes), married to Murray McConnell, 101 n.
Cooley, Thomas M., 59.
Cooper Institute, 61.
Cooper, Peter, built first locomotive used on B.-and-O. R. R., 8; Cooper Institute; birth and death, 8 n.
Coquillard, Miss Frances, 122 n.
Corliss Engine, 117.
Corliss, Mr. Geo. H., 117.
Corn, less quantity carried, 55; made into whisky, 56.
Cornell, Paul, 46 n; founder of Hyde Park; erects Hyde-Park House, 114; built Cornell Watch Factory, 115.
Corporations, number of railroad, in Illinois, 51.
Corwin, Thomas, 98.
Corwith, Henry, 32, 32 n.

Cottage Hill, Ill., Galena Railroad opened to, 53 n.
Council-Hill Station, 139.
Cox, Samuel P., 145.
Crimea, Russia, localities in the, 131.
Crittenden, John J., 81, 98.
Croghan, George, 21 n.
Cruger, W. H., 125.

D.

Daggy, Henry Clay, 108.
Daggy, John Julian, 108.
Daggy, Peter, land commissioner of Ill.-Cent. R.R., sketch of, 107.
Daily Register, Ill., 93 n; accredited, 90.
Danforth, George W., 125.
Danforth Station, derivation, 125.
Danville, Penn., 42.
Dartmouth College, 40 n.
Dartmouth College Phalanx, 27 n.
Davidson, Alexander, 20, 20 n.
Davie, Mrs. Anna, 137.
Davie, Winstead, 137.
Davis, Charles, 138.
Davis & Gartner, 9.
Dearborn Street, Chicago, 52, 52 n.
Decatur, Ill., 18, 30, 80, 84.
Decatur Station, derivation, 147.
Decatur, Com. Stephen, 147.
De Gaspé, family of, 122 n.
Delaware Indians, 123.
Delaware-and-Chesapeake Canal, railroad to remove earth of, 4.
Delaware-and-Hudson Canal Comp'y, built short line from mines at Honesdale, 5.
Delph, Wm. H., locomotive-engineer and superintendent, 104.
DeMessein, Bailly, 122 n; see Bailly.
Democratic Press, 44.
Denver, Colo., 101 n.
DesMoines, Ia., State Industrial Convention at, 55.
DeSoto, Ferdinand, 134, 144.
DeSoto Station, derivation, 134.
Desplaines River, 10 n, 52, 52 n, 53, 112; Galena R. R. opened to, 53 n.
Detroit, 40 n, 41, 62 n, 121 n.
DeWolf, Lieut. Wm., 46; death, 46n.
DeWolf, William Frederick, one of defenders of Lovejoy's press, 46 n.
Dickens, Charles, 138.
Dimick Station, 143.
"Discovery and Exploration of the Mississippi Valley," accredited, 149.
District of Columbia, 96.
Dixie's Land, 43.
Dixon, Ill., 80, 86, 141.
Dixon, Father John, 71n, sketch, 142.
Dixon Station, derivation, 142.
Dixon,-Rockford,-and-Kenosha R. R. Co., consolidated with Chic.-and-N.-W. R'y, 51; see C.-&-N. W. Ry.
Dixon,-Rockford,-&-State-Line R.R., component of Dixon,-Rockford,-&-Kenosha R. R., 51; see Dixon,-Rockford,-&-Kenosha R. R.
Dodds, Samuel J., 140.
Don, Valley of the, Russia, 46 n.
Dongola Station, named after Dongola, Africa, 137.
Doran's Crossing, derivation, 128.
Doran, S. A., 128.
Douay, Father Anastasius, 149.
Dougherty, John, 135.
Douglas, John M, 140.
Douglas, Sholto, 53 n.
Douglas Station, derivation, 114.
Douglas, Stephen Arnold, 16, 20, 32, 34, 64, 73n, 89, 92n, 98; sketch of, 20 n, 113; bill for railroad, 33; banquet proffered to, 35; correspondence between and S. Breese relative to latter's claim of having originated the idea of the Ill.-Cent. R. R., appendix, 63 *et seq*; letter to Sidney Breese relative to his claim of having originated the I.-C. R. R., 65-76; secures land-grant to Ill., 75; letter from S. Breese to, 76-89.
DuBois, Ill., town of, coal found at, 133.
DuBois, Jesse K., 133.
DuBois Station, derivation, 133.
Dubuque, Ia., 138.
Duff, John & Co., contractors for Northern-Cross R.R., 105.
Duncan, Gov. Joseph, 16n, 101n, 104, message eulogizes canals, 12; message eulogizes railroads, 12-3; message urges canal and railroads, 21; sketch of, 21 n.
Dunford, Eng., 48 n.
Dunkel, Elias, sketch of, 149.
Dunkel Station, derivation, 149.
Dunlap, James, 102, 104.
Dunleith, Ill., 42, 138; line from La-Salle to, completed, 43,

Dunleith-and-Dubuque Bridge Co., 138.
DuQuoin, 134.
DuQuoin Station, derivation, 134.
Durkitt, George F., 145.
Dwight, Ill., 52 n.
Dyer, Thomas, 46 n, 69, 114; mayor and death, 69 n.

E.

East Burlington, Ill., road from to Peoria, 49.
East-Dubuque Station, 138.
East St. Louis, 15.
Eastern States, 60.
Eden, 138.
Edgar County, Ill., 37 n.
Edgewood Station, derivation, 130.
Edinburgh, Scotland, 114, 141.
Edwards, Gov. Ninian, 29 n.
Edwardsville, Ill., 16n.
Effingham, Edward, 129.
Effingham Station, derivation, 129.
Egan, Isaac, 131.
Eldena, Ill., 142.
Eldena Station, derivation, 142.
Eleroy Station, 140.
Elgin, Ill., Galena railroad finished from Chicago to, 53, 53 n.
Elizabeth, Ill., 140.
Elizabethtown, N.J., 24.
Elk Prairie, Ill., 134.
Elkville Station, derivation, 134.
Ellicott Mills, Md., 8n; railroad from Baltimore to, opened, 7; from Baltimore to traveled in one hour, 9.
Ellsworth Coal Co., 25 n.
El Paso, Ill., 125.
El Paso Station, named after El Paso (The Pass), N. M., 144.
Elwin Station, derivation, 148.
Emery, Charles F., 147.
Emery Station, derivation, 147.
England, 95.
Erie Canal, 147; operated in '26, 52n.
Erie Railroad, 67.
Europe, 67.
Evans, Alexander, 82.
Everett, Charles W., 46.

F.

Fairview Station, 114.
Farina Station, 130.
Farms in Ill. in 1850 and 1880, 51.
Farnum, Henry, 62; death, 62 n.
Fayette County, Ill., 18.
"Fergus' Historical Series," accredited, 34 n, 52 n, 89 n.
Fergus Printing Co., 13 n.
Fergus, Robert, letter to from Frances R. Howe, 120 n, 121 n, 122 n.
Ferguson, Wm., author of "America by River and Rail," 130.
Fever River, Ill., 25, 139.
Ficklin, Orlando B., 73 n, 97.
Field, Joseph, ran first locomotive in Ill., 104.
Filamalee, 142.
Fillmore, Millard, 98.
Fingal, 140.
Florida, grant to railroads in, 35.
Ford, Gov. Thomas, 105, 150.
Foreston Station, derivation, 141.
Forsyth, Robert, 147.
Forsyth Station, derivation, 147.
Fort Armstrong, Ill., council at, 146.
Fort Chartres, 134.
Fort Crévecœur, 111.
Fort Dearborn, 109; Jno. Wentworth's history of, accredited, 52 n.
Fort Donelson, La., 143.
Fort Howard, line from Chicago to, completed, 51.
Fort Stephenson, 21 n.
Forty-seventh St., Chicago, 114.
Foss, Robert H., 53 n.
Foster, John W., 108.
Foster, Rastrick & Co., built the first locomotive perm'tly used in U. S., 5.
France, accidents on stage-coaches and railroads in, 61.
Francis, Simeon, editor *The Sangamo Journal*, 13 n.
Franklin, Benjamin, 137.
Franquelin, J. B., 112.
Freeport, Ill., 140, 141; Galena Railroad finished from Elgin to, 53.
Freeport Station, derivation, 140.
Freight, early rates, 107.
French, the intermarriage of, with Ottawas, 121 n.
French, Gov. Aug. C., 37, 101 n, 105; representative and governor, 37 n.
Fugitive slave, 43.
Fund commissioners for railroads, who composed, and their needed qualifications, 100.

G.

Galena, Ill., 25, 38, 69, 73 n, 80, 84, 86, 99; Central Railroad to, 25; railroad to, 32, 33.
Galena River, origin of name and historical account of, 139; called Riviére au Parisien by Marquette and Joliet, 139 n.
Galena Station, derivation, 139.
Galena-and-Chicago Union Railroad, 52 n, 141; merged in Chicago-and N.-W. R'y; only railroad entering Chicago; incorporation of, 51; surveys made in 1837, 52; surveyed and road laid with strap-iron; first locomotive built in Chicago for, 53; old strap-iron bought for; first locomotive; progress of, in 1849, 53 n; see C.-and-N.-W. R'y.
Galesburg, Ill., road to Mendota, 49.
Galton, Douglas, 128.
Galton Station, 128.
Garcilasso de la Vega, historian of DeSoto, 144.
Garfield, James Abram, 141, 150.
Garland, Maj. John, 146.
Garretson, Mrs. Julia F., married to Edward McConnell, 102 n.
Gatewood, Wm. J, decries railroad because it militates against canal, 13; representative and senator, 13 n.
General Assembly of Illinois, 37.
General land-office at Wash., 108.
Georgia, grant to railroads in, 35.
Gibson, George L., 144.
Gilbert, Miles A., 138.
Gildersleeve, James, 145.
Gildersleeve, Joseph, 145.
Gillette, Belazeel, 102 n.
Gillette, Maria Augusta, married to George Murray McConnell, 102 n.
Gilman, Samuel, 125.
Gilman Station, derivation, 125.
Grain, finding an outlet other than Chicago, 55.
Grand-Crossing Station, 114.
Grand-Trunk Railway, 119.
Grant, Gen. Ulysses Sylvester, 46.
Great Britain, 61.
Great-Central Railway Company, 82; see Ill.-Cent. R. R.
Great-Eastern Railroad, 119.
Great-Western R'y Co., 66, 107; incorporated in '43 to comprise directors of Cairo City-and-Canal Co.; initial and terminal points of road, 30; indebtedness of company liquidated; charter could be amended; method of reimbursement by State; one-fourth of net earnings to be paid to State; insolvent and charter repealed, 31; charter renewed; privileges; from Cairo to Chicago, 32; presentation of memorial for, 66; why incorporated, 84; see Alton-and-Sangamon R. R.; see Cairo City-and-Canal Co.
Great-Western-R'y-Co.-of-1859, name of Sangamon-and-Morgan Railroad changed to; now part of Wabash,-St. Louis,-and-Pacific R'y, 25; see Wabash,-St. Louis,-and-Pacific R'y; see Sangamon-and-Morgan R. R.
Greenup, Beal, 150.
Greenup, Wm. C., 150.
Greenville, Ill., 16, 16 n.
Gregory, John, 145.
Gridley, A., 39; senator and death, 39n.
Griggs & Co., Samuel C., 102 n.
Griswold, George, 37, 39.
Guiteau, Charles J., the assassin, 141.
Guiteau, L. W., 141.
Gulf of Mexico, 22, 69, 95.
Gurnee, Walter S., 42.

H.

Haldane, Alexander, sketch of, 141.
Haldane Station, derivation, 141.
Hall, Judge James, 151,
Hamburg, Ga., 5.
Hammond, Chas. G., 62; death, 62 n.
Hardin, John J., 97, 102 n.
Hardy, Solomon P., 150.
Harlem R. R. Co.; permission given to lay tracks from 23d St. to Harlem River; additional privilege granted; first railroad in N.-Y. City; cars run for first time; road completed, 6.
Harris, Rob't, 62, 64; pres't Northern-Pacific R'y, 62 n.
Hart, James, 119.
Hartford Station, 119.
Harvard Law-School, 102 n.
Haven, Franklin, 38, 39, 44.
Hawkins, Rev. J. L., 135.
Hayes, Rutherford B., 150.
Hayes, Samuel Jarvis, 127.
Hayes Station, derivation, 127.

Hebron, Conn., 23 n.
Hempstead, Edward, 53 n.
Hendrix, John, 146.
Hendrix Station, derivation, 146.
Hennepin, Father Louis, 111, 112, 113.
Henry Co., Ill., 71 n.
Henry, James D., 101 n.
Henry, S. Y., 132.
Herculaneum, Mo., 101 n.
Hetton Colliery; railway; first freight line in England; opened; "iron-horse" first applied to loc'tives of, 3.
Heyworth, Lawrence, 146.
Heyworth Station, derivation, 146.
Hillsboro, Ill., 99.
"History of the English Settlement in Edwards Co., Ill.," 43 n.
"Hist. of Fayette Co.," accred'd, 150.
"History of Illinois," 20; accredited, 20 n, 23 n; designates the Ill.-Cent. a vagary, 20; quotation from as to insolvent condition of State of Ill., 23; erroneous statement in, 46; by Davidson & Stuvé, accredited, 134; by Gov. Ford, 150.
"Hist. of McLean Co.," accred'd, 145.
"History of Stephenson Co.," accredited, 140-1.
Hoffman, Chas. Fenno, author of "A Winter in the West," 121 n.
Hoge, Joseph P., 73 n, 78, 97.
Holbrook, Charters, 34, 63, 64, 65; Sidney Breese alleged to be in favor of, 63; see Holbrook and Holbrook Company.
Holbrook Co., 66, 67, 68, 69, 70, 71.
Holbrook, Darius B., 84, 89, 91, 92, 94, 95, 96, 98; president Cairo City and Canal Comp'y, 34; unites with Judge Breese, 83; attempted to seize land-grant of Ill.-Cent. R. R., 97; see Holbrook Charters and Holbrook Co.
Holman, Wm. S., makes erroneous statement relative to cost of Illinois-Central Railroad, 47.
Holt, Nelson, 134.
Homewood Station, derivation, 119.
Honesdale, 5.
Horse Tramway, 4 miles of built, 107.
Hotel Florence, Pullman, 118.
House of Repres., memorial to, 37.
Howe, Mrs. Francis, *nee* Rosine Bailly, 122 n.
Howe, Frances R., 122 n; letter from to Rob't Fergus, 120 n, 121 n, 122 n.
Howe, Mrs. J. C., 119.
Howe, Rose, 122 n.
Howell, George, 52 n.
Howell, Henry, 131.
Hubbard, Samuel Dickinson, 82.
Hudson River, 52 n, 114.
Hudson Settlement, 145.
Hudson Station, derivation, 145.
Humboldt, F. H. A. von, birth and death, 128.
Humboldt Station, derivation, 128.
Hyde Park, Ill., 46, 114, 116; first train to, 46 n.
Hyde-Park House, erected by Paul Cornell, 114.
Hyde-Park Station, derivation, 114.

I.

Illini, 147.
Illinois, 13, 18, 19, 26n, 27n, 29, 29n, 32, 33, 35, 37 n, 38, 39, 40, 45, 50, 54, 66, 67, 73 n, 78, 96, 97; early efforts for railroads in and their futility; act passed for survey of railroad or canal route, 9; first road projected and located by legislature of, 10 n; passage of internal-improvement act and its ludicrous provisions, 22; board of commissioners appointed and failure of the bill; legislature of authorizes expenditure of ten million dollars; insolvent condition of, 23; paid four-hundred thousand dollars for twenty-four miles of railroad, 24; alternate sections granted to, to aid in construction of railroad, 32; acquires all rights of Cairo City-and-Canal Co., 34; authorized to divert canal-grant to railroad; land-grant to, 35; press of, antagonistic to land-grant to Ill.-Cent. R. R., 37 n; gov. of, *ex-officio* director of Ill.-Cent., 40; route from New York to, 41; discrimination of foreigners as to the future of; payment of seven-per-cent tax to by Ill.-Cent., 44; clause in constitution relative to seven-per-cent tax, 45; statistics showing progress following in wake of railroads in; real estate and farms in; number of charters for railroads in; number of railroad

corporations in, 51; miles of railr'd in 1852; miles of railroad in in 1855 and 1856; reasons for eminence of, 54; losing freights; railroads of can successfully compete with Mississippi River, 55; internal revenue paid for whisky in; legislation affecting railways, 56 *et seq.*; first general law incorporating railroad; railroad rates, 56; unjust discrimination in passenger and freight tariffs to be prevented; law creating railroad commissioners enacted; restricts railr'ds detrimentally to their interests; legislature in 1871 precipitated panic, 57; nearly four millions of railroad property in, 58; railr'ds less now than formerly, 59; 8541 miles of railroad in, and the number of men employed on, 61; effort to procure land-grant for, 71 n, 72; authorized to impose tax on lands by congress, 79; land-grant to insisted on by S. A. Douglas, 95; internal improvement of, inaugurated in '37, 99; history of in preparation by Jno. Moses, 99 n; first railroad in was Northern-Cross R. R.; oldest railroad in; more miles of railroad in than in any State, 99; appropriations for railr'ds in in 1837, $9,400,000, 100.

Illinois Advocate, letter publ'd in, 16.

Ill.-Cent. R. R., 20, 21, 30, 33n, 38n, 47, 53, 56, 57, 64, 65, 66, 67, 69, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 88, 89, 90, 91, 92 n, 93, 94, 97, 98, 99; decried in "History of Ill.", 20–1; incorporated, 21; rates; sections of act and failure, 22; efforts on behalf of, 33–4; bill introduced by S. A. Douglas; deprived of lands, 34; account of bill for grant to, etc., 34–5; land donated to, 35; land-grant to; its liberality to squatters, 36; benefits derived from by State, 36–7; prerogative of government in, 37; plan relative to its completion. 37 n, 38–9; act of incorporation introduced in Ill. senate; act referred, 39; passed senate and house; celebrated in Chicago; gov. of State *ex-officio* director of; inception of; its completion deemed impracticable, 40; engineer-in-chief selected; work commenced on, 41; division-engineers appointed, 41-2; 77,000 tons of rail purchased for; first work put under contract; Calumet Station reached by; permission granted by Common Council to enter Chicago along lake shore; completion of 130 miles of; prairie-dogs only residents in 1853, 42; herd of deer on line of; in 1851, only a dozen places on line on map of State; line between Cairo and LaSalle completed; Galena branch completed; last rail laid, 43; only two of original incorporators now living; built by foreign capital; amount paid by to State, 44, 44 n; obligatory clause for payment of tax to State by; volunteered services in War of Rebellion, 45; prominent leaders in Union Army connected with, 45–6; first train to Hyde P'k; passengers thereon, 46 n; error concerning cost of rectified, 46–7; actual cost to shareholders of, $40,000,000, 47; portion of line estimated to cost, in 1837, $3,500,000, actually cost $25,000,000, 47–8; in 1856, debt on road was $23,000,000; "North-and-South" line predicted a failure; assignment made in 1857; trying period until 1859; Richard Cobden visits on behalf of British shareholders, 48; first locomotive in Chicago built by railroad company was built by, 53; mileage in 1869 and 1882, 54; correspondence as to author of the plan for, appendix, 63 *et seq.*; S. Breese desirous of completion of and claims its origination, 63–4; primary movements concerning, in congress, 66–7; effort to get land-grant to aid construction of, 71 n; land-grant secured, 75; effort to procure lands for, 78; change of projected line, 80; land-grant to, 82; history of origin by S. Breese, 83 *et seq.*; charter for granted; plan for attaching to canal, 84; suggested to S. Breese, 92; originator of idea of, Wm. S. Wait, 93 n; land-grant to attempted to be subverted, 97; see letters of Stephen A. Douglas, appendix.

Illinois College, 102 n.
Ill.-and-Mich. Canal, 13, 16, 19, 22, 84, 92; act relative thereto specifies necessity of ascertaining whether the Calamic [Calumet] will be sufficient feeder, 9–10; excavations for to be commenced contingently, 10; deficiency of water in; commissioners to examine whether railroad feasible in lieu of, 10n; report relative to, 11n; superior to railroad, 13; railroad to, 25, 30; first grant for, 85.
Ill.-and-Mich. R. R., 10n; was first road projected and located by legislature of Ill.; point of departure for; line of survey, 10n; report relative to, 11n.
Ill.-and-St. Louis R. R., succeeds Pittsburg-R. R.-and-Coal Co., 15; see Pittsburg-R. R.-and-Coal Co.
Ill.-and-Wis. R. R., one component of Chicago,-St. Paul,-and-Fond-du-Lac R. R., chartered, 50; see Chic.,-St. Paul,-and-Fond-du-Lac R. R.
Illinois Intelligencer, successor to *Vandalia Intelligencer*, 150.
Ill. Land Association, organization, etc., 145.
Illinois River, 10n, 11n, 21, 23, 99, 101; project for railroad at junction of with canal, 16; called Theakiki, 123.
Illinois State Register, letter of Sidney Breese to, 63; comment of on S. Breese's claim of originating I.-C. R. R., 64; accredit, 65; letter of S. Breese to, 76–89; see Lanphier & Walker.
Illinoistown, 15.
Indiana, 47, 99.
Indiana,-Ill.,-and-Iowa R. R., 124.
Indiana State-Line, 123.
Indian Treaty, custom in relation to, 122 n.
Interest, rate of, in 1836, 22.
Iowa, 50; granger-law modified in, 58,
"Iron Horse," origin of name, 3.
Iroquois Indians, 124, 125.
Irving, Washington, 132.
Irvington Station, derivation, 132.

J.

Jackson Co., Ill., 18.
Jackson Park, Chicago, 115.
Jacksonville, Ill., 21n, 24, 25n, 45n, 101, 101n, 102n, 105, 141; railroad from to Springfield, 102; railroad completed to, 104.
James, Dr. Edwin, 110.
January, Thomas T., 102, 104.
Jefferson Co., Mo., 102 n.
Jenkins, Alexander M., 16, 84; speaker and lieutenant-governor, 16n.
Johnson, Col. Philip C., competitor for Northern-Cross R. R. at its sale, 106.
Joliet, Ill., 36n, 139n; road from Springfield to, 50.
Joliet Cut off, 119.
Jones, C. Floyd, 41.
Jones, Hiram, of Utica, N. Y., 140.
Jones, Leroy, 140.
Jonesboro, Ill., 18.
Joutel, Henri, 145.
Joy, Jas. Fred'k, 27n, 40n, 62, 62n.

K.

Kahokia Indians, 134.
Kankakee River, 112, 123, 124.
Kankakee-and-Southwest'n R. R., 124.
Kankakee Station, derivation, 123.
Kansas, 101n, 122n.
Kappa Indians, descriptive of, 144-5.
Kappa Station, derivation, 144.
Kaskaskia, Ill., 150.
Kaskaskia Indians, 133, 134, 147.
Kaskaskia River, 128.
Keche-she-gaug-uh-wunzh, 110.
Keene, N. H., 94n.
Keg's Grove, Ill., 145.
Kemble, Charles, 4n.
Kemble, Frances Anne, ride with Stephenson, 4; sketch of, 4n.
Kennicott, John A., founder of Kenwood, 114.
Kenosha-and-State-Line R. R., component of Dixon,-Rockford,-and-Kenosha R. R.; see Dixon,-Rockford,-and-Kenosha R. R.
Kensington Station, 119.
Kentucky, 26n.
Kenwood Station, derivation, 114.
Keokuk, chief of Sacs and Foxes, 146, 147.
Kinmundy Station, derivation, 130.
Kinney, Gov. Wm., 100; pres. Board of Public Works, 29; sketch of, 29n; reports loss of a locomotive, 103.
Kinzie Street, Chicago, 53.

Kit-che-zhig-a-gam-anzh, 110.
Kitchijigagmanj, 110.
Knight, Jonathan, chief-engineer B.-& O. R.R., 11 n.
Koenig, James, 135.

L.

LaClede, Pierre Liqueste, 130.
LaClede Station, derivation, 130.
Lafayette, - Bloomington, - and - Mississippi R.R., 125.
Lake Calumet, 116, 117.
Lake Erie, 41.
Lake-Erie-and-Western R.R., 125.
Lake Michigan, 38, 41, 112, 113, 115, 120 n.
Lake-Ponchartrain R.R. opened, 6.
Lake-Shore-and-Michigan-Southern R.R., 43, 119.
Land Grant, 34, 35, 38; to Ill., 33 n; canal grant authorized to be diverted to railroad; to Ill. aggregated 2,595,000 acres, 35; to Union Pacific; aggregate of all; to Canadian Pacific, 36; indirectly decried, 46-7; relative to payment for mail-service to roads that have received, 47; to Gt.-West. R'y Co., 66; to State of Illinois, 67; effort to get, for Ill to aid in construction of North.-Cross-and-Ill.-Cent. railroads, 71 n, 72; possibility of Sidney Breese defeating by legislation, 74; to Ill. secured, 75; to Ill.-Cent, 82; first for Ill.-and-Mich. Canal and its augmentation, 85; text of bill of 1849 for, 87; to State of Ill. insisted on by S. A. Douglas, 95; to Ill.-Cent. attempted to be subverted, 97; to Ill. Indus. Uni., 126; to State Normal University, 145.
Land-Office, closed on account of sales by railroad, 37.
Lands, price of reserved, raised, 87.
Lanphier & Walker, editors *Ill. State Register*, 64; see *Ill. State Register*.
LaPorte, Ind., 122 n.
LaPrairie, 123.
LaSalle, Ill., line from Cairo to completed; line from to Dunleith completed, 43.
LaSalle County, Ill., 18.
LaSalle, Robert Rene Cavelier Sieur de, 111, 123; sketch of, 143; assassination of, 145.
LaSalle Station, derivation, 143.
Latrobe, B., 11 n.
Latrobe, John H. B., 8 n.
Laughton's Ford, 10 n.
Leach, Boynton, 102 n.
League, Anti-monopoly, 64.
Leavenworth, E., 135.
Lee County, Ill., 71 n, 142.
Lefêvre, Angelique, 120 n.
Lefêvre, Mr., 120 n.
Lefêvre, Marie, 120 n, 121 n.
Legislature of Illinois incorporated Ill.-Cent. R.R. Co., 21.
Lena, 140.
Lena Station, derivation, 140.
Leslie, Miron, 102, 104.
LeSueur, 139.
"Life of Stephen A. Douglas," 32.
Lincoln, Abraham, 46n, 99n, 102n, 114.
Linsay, William B., 132.
Lithopolis, O., 136.
Liverpool-and-Manchester R.R., when com'nced, when opened, and gauge, 3; difficulties of and opposition to, survey of, 3-4.
Locomotives: "DeWitt Clinton," 4; the first permanently used in U. S., and date of use; "Stourbridge Lion," 5; first constructed in America; "Best Friend," 6; first used on B.-and-O. R.R.; outstrips horse-car in speed; first built in America; first used in transportation of passengers; "Tom Thumb" did not weigh over one ton, 8; description of "Tom Thumb"; speed attained by "Tom Thumb," 8 n; specifications of required, 8-9; "York"; "York" makes fourteen miles in one hour; "Atlantic," 9; first used in Illinois; "Rogers"; second brought into Ill.; "Illinois"; first to arrive near Springfield, 24; first built in Chicago; first built by a railroad in Chicago for its own use, built by I.-C. R.R., 53; first on Galena-and-Chic.-Union R.R., the "Pioneer," 53 n; for Northern-Cross R.R. lost in transit; first one in State used on North.-Cross R.R.; weight of first, 8½ tons, and its cost of transportat'n, $1000, 103; "Rogers," the first operated in Illinois; builders of the "Rogers," 104; first in State experimentally run on roads; mule-traction

substituted for, 105; "Sangamon," "Morgan," and "Springfield," the second, third, and fourth in Ill., 106-7.
Loda Station, derivation, 125.
Logansport, Ind., 13.
London, Eng., 48 n, 52 n.
Long, H. C., 135.
Lostant, Countess of, 126, 144.
Lostant Station, derivation, 144.
Louisville, Ky., 26 n, 101 n.
Lovejoy's [Elijah Parrish] Press, 46 n.
Lower Sandusky, O., 21 n.
Ludlow, Thos. W., 37, 39, 125.
Ludlow Station, derivation, 125.
Ludlum, C., 105.
Lunt, Miss Julia, of Wash., D.C., 108.
Lyon, Gen. Nathaniel, 129.

M.

Mackinac, 120 n.
Macon County, Ill., 18.
Macon, Nathaniel, 148.
Macon Station, derivation, 148.
Magoun, John, 145.
Main-Line Junction, Ill., 41.
Makanda Station, derivation, 136.
Malhiot, E. C., 148.
Manitou, 123.
Manley, Ira A., 125.
Manteno Station, derivation, 123.
March, Oliver, 145.
Maroa, 43.
Maroa Indians, 147.
Maroa Station, derivation, 147.
Marquette, Father James, 139 n.
Marquette-State-Line R. R., consolidated with Chic.,-St. Paul,-&-Fond-du-Lac R. R., 50; see Chi.,-St. Paul,-and-Fond-du-Lac R. R.
Martin, Henry, 123; pres. Buffalo-and-Attica R. R., 53 n.
"Martin Chuzzlewit," accredited, 138.
Maryland, first State in Union to incorporate railroad comp'y; alleged to be first to devote public funds to railroad; incorporation of B.-and-O. R. R., 7; assisted B.-&-O. R. R., 54.
Mason, Roswell B., 41, 43, 62, 62 n, 140; selected engineer-in-chief of I.-C. R. R., 41; mayor of Chicago, 41 n; given charge of transportation department with title of gen.-supt. I.-C. R. R., 43; resigns his position, 44; chief-engineer, etc., 130.
Mason Station, derivation, 129.
Mason Street, Chicago, 114.
Massachusetts, 38 n, 45 n, 61, 89; railroad commissioners in, 58.
Massacre of Chicago, 127.
Mather, John, 100.
Mather, Thos., 25, 26; sketch of, 25 n.
Matteson, Gov. Joel A., 119; clause in message relative to liberality of Ill.-Ct. R. R. Co. to squatters, 36; death, 36 n.
Matteson Station, derivation, 119.
Mattoon, Ill, 41.
Mattoon, J., 128.
Mattoon Station, derivation, 128.
Mauch-Chunck Road, built in 1827, gravity road, 5.
Maunee, 120 n, 122 n, 123; see Monee.
Mauvais Terre (Bad Land), 151.
McClellan, Gen. George B., 45, 114; governor, 45 n.
McClernand, Gen. John A., 64, 66, 73 n, 75, 82, 92 n, 97.
McConnell, Edward, sketch of, 102 n.
McConnell, George Murray, sketch of, 102 n.
McConnell, John Ludlam, sketch of, 101 n, 102 n.
McConnell, Marilla, birth and marriage, 102 n.
McConnell, Minerva, birth and marriage, 102 n.
McConnell, Gen. Murray, 25, 28, 100, 101, 103, 104; sketch of, 25 n, 101 n; report of as commissioner of Cent. R. R., 26.
McConnell, Ormsbee & Co., 26.
McCoy, John, 120.
McCullom, John, 150.
McCullom, Vandalia, 150.
McDougall, James A., 102 n.
McDougall, John Allen, 102 n.
McLean Co., Ill., 18, 39 n, 145.
McMillin family, 114.
Menard Co., Ill., 101 n.
Mendota, Ill., 142; road from to Galesburg, 49.
Mendota Station, derivation, 142.
Menominee River, 139.
Menominee Station, named after Menominee Indians, 138.
Mercier, Baron, 126, 144.
Meredosia, Ill., 24, 101, 103, 107;
Merker (not Meeker), Henry, 120.

railroad from to Springfield, 23; first railroad in Ill. built from to Springfield, 99; road completed 8 miles from, 103.
Mexican war, 27 n, 33 n, 78.
Miami Indians, 113.
Michigan, 50.
Mich.-Cent. R. R., 42, 119, 121 n; opened, 53.
Mich.-Southern-and-Northern-Indiana R.R., first East-and-West line to enter Chicago, 53.
Middle States, 33.
Middleton, Conn., 69 n.
Midhurst, Eng., 136.
Minnesota, 33.
Minnesota Junction, 50.
Minonk Station, derivation, 144.
Mississippi, 34.
Mississippi Bluff, Ill., coal-mine at, 14.
Mississippi, Lower, 69.
Mississippi R.R. Co., charter of, 49.
Mississippi River, 11n, 14, 18, 19, 49, 55, 69, 95; relative to construction of railroad to, opposite St. Louis, 14; discovery of, 144.
Mississippi, Upper, 33.
Mississippi Valley, first railroad in; bituminous coal in, 14; first railr'd in built in 1837, 15.
Missouri, 33 n, 101 n.
Mitchigamias Indians, 134.
Mit-tuck-ka-ka-go, 113.
Mix, James, 125.
Moawequa Station, derivation, 148.
Mobile, Ala., railroad to, 34.
Mobile-and-Ohio R.R. Co., 34.
Mohawk-and-Hudson R. R., charter for, from Albany to Shenectady; opened for business; Thurlow Weed passenger on first train, 4; first in State of New York, 5.
Monee, 122n, 123; wife of Jos. Bailly, 121; see Maunee.
Monee Station, derivation, 120.
Mooris, H. V., 52 n.
Montgomery Co., Penn., 13 n.
Montour Iron Co., manufactured first iron rails in U. S., 42.
Morgan Co., Ill., 84, 100, 101 n, 151.
Morgan, Richard Price, chief-engineer, report of survey, 52–3; birth and death; formative power of early railroad between New York and Boston, 52 n.
Morris, Gouverneur, 37, 39, 44.
Morrisania, N.Y., 39, 42.
Morrison, Jas. L. D., sen., etc., 39 n.
Morse, Jed., 145.
Moses, Erastus L., 99 n.
Moses, John, sketch of, 99 n.
Mother Mary Cecilia, religious name of Eleanor Bailly, of Sisters of Providence, 122 n.
Mound-City Railroad, 138.
Mounds Station, derivation, 138.
Mount Carmel, Ill., 82, 99.
Mt. Carmel-and-Alton R.R. Co., charter continued, 32.
Mulvey, Junius, 46 n.
Murphy, Richard G., member from Perry Co., Ill., 84.
Murphysboro, Ill., 135.
"My Own Times," 13 n; first railroad in Miss. Valley described in, 14.

N.

Naples, Ill., 26, 99n; road completed from to Springfield, 106; four miles of horse-tramway built from to bluffs, 107; time of running from to Springfield, five hours, 107.
Napoleon (Bonaparte) I., 126.
Napoleon, Prince, 126, 144.
"Narrative," etc., of Henry A. Schoolcraft, accredited, 107.
Nash, Frederick A., 52 n.
Natchez Indians, 143.
Natchez, Miss., 143.
National Road, Ill., 18.
Neal, David A., 37, 39, 141.
Neeley, Jonathan, 106; first conductor in Ill., 104.
Neoga Station, derivation, 128.
Newark, N.J., birthplace of first locomotive run in Ill., 104.
New Berlin, Ill., 105.
New Buffalo, Mich., 41.
New England, 96.
New Jersey, 45 n, 101 n.
New Nashville, Ill., 18.
New Orleans, La., 26, 33, 35, 143; r'lr'd from to Lake Ponchartrain, 6.
New-Orleans-and-Nashville R.R., grant to; commenced and abandoned, 35.
Newspapers, Ill.: *Carbondale Observer;*

Chicago Daily Democrat; Chicago Times; Chicago Tribune; Daily Register, Springfield; *Democratic Press*, Chicago; *Illinois Advocate, Illinois Intelligencer, Illinois State Register, Sangamo Journal*, Springfield; *Saturday Evening Herald*, Chic.; *Springfield Journal; Standard*, Benton; *Vandalia Intelligencer;* articles introducing Gen. Shields and S. A. Douglas, paid for, 97.
New York, 28, 41, 43, 55, 62 n, 96, 97, 106; law relative to railroad commissioners, 58.
New-York City, 12, 37, 37n, 42n, 114; first railroad in; breaking ground for first railroad; cars first ran in city; first railroad in completed, 6.
New-York State, 89, 96.
New-York-and-Erie R'y, act incorporating, passed, 6.
New-York-Central R.R., 55.
New-York route, 55.
Niagara Falls, 99 n.
Nice, France, 127.
Nichols, John W., 131.
Nichols, Burton, 133.
Nichols, William, 133.
Noble, Silas, presented bill for land-grant to Ill., 71 n.
Nora Station, derivation, 140.
Normal Station, named after State Normal University, 145.
"North-American Review," 61.
North-Dixon Station, 142.
Northeastern States, 33.
Northern-Cross R.R., 27, 67, 81, 99, 100; from Meredosia to Springfield, 23; inaugurated; first rail laid; first locomotive in State used on; road completed to Jacksonville; second locomotive brought to Ill. for; possible time on road; method of construction; cost; entire line completed and cost; abandoned by State and sold, 24; operated by Sangamon-&-Morgan R.R. Co., 25; effort to procure land-grant to aid construction of, 71 n; effort to secure lands for, 78; was the first road built in Ill. or the West'rn States, 99; how it came to be the first one completed, 100; survey for commenced, 101; letting contract for; price per mile; specifications of contract; method of payment to contractors hastened its completion, 102; work on commenced at Wolf River; articles purchased for by commissioners in '37; locomotive for lost in transit; first locomotive in State used on; eight miles of completed; primitive construction of road; description of iron bars used for rails; first rail laid, 103; first locomotive operated; passengers in first train over; completed to Jacksonville; receipts and expenses; twenty-four miles of completed and its cost; agent appointed by legislature to take charge of, 104; amount required to complete to Springfield; money voted to and contract made for completion; completed; leased and re-leased; mules used on; sold to N. H. Ridgely for $21,100, 105; incident at its sale; sold to New-York parties; transmuted into Sangamon-and-Morgan R.R. Co., 106; four miles of tramway absorbed by, 107; see Sangamon-and-Morgan R.R.
Northern-Ill. R.R. Co., charter, 49.
"Notes on Railroad Accidents," cited, 61-2.
Norwich, Vt., 27 n, 46 n.
Norwich, Vt., University, 27 n.

O.

Oakland Station, derivation, 114.
Oakley, Chas., 26, 100; death, 26 n.
Oakwoods Station, derivation, 114.
Oconee Station, derivation, 149.
Odin, 125; mythology of, 131-2.
Odin Station, derivation, 131.
Ogden, Wm. B., 62, 62 n.
Ogilvie, P. H., 52 n.
Oglesby, Rich. J., 55 n; sketch, 143.
Oglesby Station, 143.
Ohio-and-Mississippi R.R., 42, 152.
Ohio River, 18, 21, 38, 138; railroad from mouth of, 25; railroad from, 30; project to build city at mouth of, 83.
Ojibway Indians, 109, 110, 111, 112, 113, 137, 143.
Okaw River, 128.
Onarga Station, derivation, 125.
Ontonagon-and-State-Line R. R. Co. of Mich., consolidated with Chic,-

St. P'l,-and-Fond-du-Lac R.R., 50; See Chic.,-St.P.-and-F.-du-L. R.R.
Orange County, N.Y., 101 n.
Orear, William, 100.
Oregon, 70 n.
Orendorff, Mrs. William, 146.
Orendorff, William, 145.
Ormsby, Arthur S., 42.
"Ossian," 125, 137, 140.
"Othello," quotation from, 45.
Ottawa, Ill.; as terminat'n of canal, 18.
Ottawa Indians, 120 n, 121 n, 124; question of race, 121 n.
Ottawa River, Canada, 120 n.
Otto Station, derivation, 124.
Ottumwa, Ia., 33.
Oyens, H. I. de Marez, 128.

P.

Palmer, George, 133.
Pana Station, derivation, 149.
Pani Indians, 149.
Panic of 1873, 57.
Panola Station, derivation, 144.
Parsons, Edwin, 138.
Patokah Station, named after Patokah, 152.
Patterson, N.J., 24.
Paxton, Sir Joseph, 125.
Paxton Station, derivation, 125.
Pease, Edward, iron m'n'f'r, 3, 3 n.
Pecatonica, Ill., 141.
Peck, Ebenezer, 100.
Peesotum, killed Capt. William Wells, 127.
Peesotum Station, derivation, 127.
Pekin, Ill., 100.
Peninsular R.R. Co. of Mich. becomes part of C.-and-N.-W. R'y, 51; see C.-and-N.-W. R.R.
Pennsylvania, 47 n, 96.
Pennsylvania-Cent. R.R., 54, 55.
Peoria, Ill., 99, 100, 112; road from East Burlington to, 49.
Peoria-and-Oquawka R.R., 125; acquired by Chi.-and-Aurora R.R., 49; see Chic.-and-Aurora R.R.
Peoria Indians, 134.
Peotone Station, derivation, 123.
Pera, Ill., 125.
Perry County, Ill., 18, 25 n, 84.
Peru, Ill., 16, 80, 84, 86.
Pettit, Horatio N., 145.
Philadelphia, 12, 24, 24 n, 35, 47 n, 55, 96, 97; aided Penn.-Cent., 54.
Phillips, Walter M., 108.
Pierce, Franklin, 101 n.
Pierce, James A., 98.
Pike County, Ill., 99 n.
Pinkneyville, Ill., 18.
"Pioneer History of Illinois," 13 n.
Pittsburg, Ill., 119.
Pittsburg,-Cincinnati,-and-St. Louis R'y, 119.
Pittsburg Railroad-and-Coal Co., succeeds St. Clair R. R. Co.; name changed to Ill.-and-St. Louis R.R., 15; see St.Clair R.R. Co.; see Ill.-and-St. Louis R. R.
Pittsfield, Mass, 52 n.
Plant, George W., 104.
Plant, H. B., 42.
Polk, James K., 27 n, 70 n, 94 n.
Polo, Marco, 141.
Polo Station, derivation, 141.
Population, increased by railroads, 36, 37.
Port Byron, Wis., 49.
Porter, N. B., 41.
Porter Station, Ind., 120 n.
Portland, Me., 96.
Pottawatomie Indians, 112, 113, 120, 120 n, 121 n, 122 n, 124.
"Potter's American Monthly," accredited, 113.
Pratt, O. C., 70, 72; judge, etc., 70n.
Prospect City, Ill., 125.
Providence, R.I., 117.
Provost, B. B., 42.
Pulaski, Count Casimir, sketch, 137.
Pulaski, Legion, 137.
Pulaski Station, derivation, 137.
Pullman Brick-Yards, 117.
Pullman, George M., his creation of the town of Pullman, 116–9.
Pullman Land Association, 118.
Pullman Palace-Car Co., 116.
Pullman Station, derivation of name and description of town, 116–9.

Q.

Quapaw Indians, the last remnant of the Kappas, 145.
Quebec, 122 n.
Quincy, Ill., 13, 49, 73, 78, 99; S. A. Douglas representative from, 20 n.
Quincy, Mass., alleged first railroad in U. S. constructed at, 5.

R.

Racine, Wis., 49.
Racine-and-Mississippi Co.; consolidation of various companies; consolidated with Savanna-Branch R. R. Co.; amalgamation called Western-Union R. R. Co. of Wis., 49; see Western-Union R. R. Co. of Wis.
Racine,-Janesville,-and-Mississippi R. R., charter of, 49.
Radford, George, 148.
Radford Station, derivation, 148.
Radom, Ill., 46.
Radom Station, derivation, 133.
Railroads: first passenger in England; first freight in England, 3; system of England; first in United States; wooden-rail for transporting ice; charter for from Albany to Schenectady, 4; first in New-York State; at Quincy, Mass.; alleged first in U. S., 5; built in 1827, gravity road; short line at Honesdale; first built expressly for steam power, 5; stealthy inauguration; longest in the world in 1833; first to carry U. S. mail; first in New-York City; opposition to in New-York State, 6; first chartered and fully organized in U. S.; first State that devoted public funds to, 7; early efforts for in Ill.; first mention of on statutes on Ill.; act for survey of route in St. Clair Co., 9; whether better than the I.-and-M. Canal, 10; letter from Jas. M. Bucklin relative to Ill. roads; first road projected and located by legislature of Ill., 10n; possibility of building under Turnpike franchise, 12; relative to building from Logansp't, Ind., to Quincy, Ill., 13; first in Mississippi Valley; difficulty in constructing and erroneous estimate of cost; opened in 1837, 14; project of at junction of canal with Ill. River, 16; earliest advocate of in Ill., 16n; letter of S. Breese advocating Wab.-and-Miss. R. R., 16 *et seq.*; Ill.-Cent. incorporated, 21; 1340 miles of to be built by Ill., 22; possible speed on; only road ever built and operated by Ill.; 58 miles of cost $1,000,000, 24; state railroads abandoned, leaving Ill. with debt of $6,000,000 on account of appropriation of $3,500,000 for Cent. R. R., 25; estimated speed between New York or Boston and Chicago, 61¼ hours; road-bed for decried as useless, 28; estimated as successful competitors with steamboats; ineffectual effort at free trade in iron for Ill. roads; estimated tolls for, 29; from Cairo to Chicago; aid for from Cairo to Galena, 32; Senator Douglas' bill and its trials, 32-4; bill for construction of Ill.-Cent., 33-4; lands granted to Ill. for from Chicago to Mobile, 34; land-grants for in Florida, Georgia, and Alabama, 35; from Cairo to Galena, 38-9; primitive travel on, 41; Ill.-Cent. completed, 43; statistical statement of effect of on prosperity of Ill.; charters to build in Ill.; number of corporations in; but one in Chicago in 1851, 51; from Boston to Albany suggested, 52n; first east and west to enter Chicago, 53; miles of in Ill. and U. S. in 1852; miles of in Chic. and Ill., 54; war among, 55; legislation in Ill. affecting, 56 *et seq.*; nearly four millions of property in Ill., 58; rates regulated by competition; differential rates, 59; impracticability of uniform tariff for, 59-60; British praying for relief from parliamentary supervision, 60n; misstatements as to; 102,000 miles of in U. S.; 8541 miles of in Ill.; progress in in U. S.; more killed by stage-coaches than; accidents on stage-coaches sixty times more frequent than on in France; hanging likelier to occur than accident on, 61; discoveries in still continue; indebted to persons mentioned, 62; correspondence relative to originator of the idea of Ill.-Cent., apx. 63 *et seq.* The Railroad (Ill.-Cent.) Bill, 86; bill to aid in construction of and canals, 87; oldest in Ill.; more in Ill. than in any State; first in Ill. or West. States; inaugurated in Ill. in 1837, 99; total appropriations for in 1837, $9,400,000; board of public works for; fund commis'ners of, 100.
See Alton-and-Sangamon; Alton-and-Springfield; Aurora-Br'nch; B.-and-

O.; Baraboo Air-Line; Beloit-and-Madison; Buffalo-and-Attica; Canadian-Pac.; Central; Cent. Military-Tract; Chicago-and-Alton; Chic.,-Alton,-and-St. Louis; Chicago-and-Aurora; C.,-B.,-and-Q.; Chic.-and-Milwaukee; C.-and-N.-W.; Chic.,-Rock-Isl'd,-and-Pac.; Chi.,-St. P'l,-and-Fond-du-Lac; Chic.-and-Vincennes; Coal-Mine-Bluff; Dixon,-Rockf'rd,-and-Ken'sha; Galena-and-Chic.-Union; Gt.-West.; Gt. West. of 1859; Harlem; Hetton; Ill.-Cent.; Ill.-and-Mich.; Ill.-and-St. Louis; Ill.-and-Wis.; Kenosha-and-State-Line; Lake-P'nchart'n; Lake-Shore; Liverp'l-and-Manch'ter; Marquette-State-Line; Mauch-Chunk; Mich.-Cent.; Mich.-Southern; Mississippi; Mohawk-and-Hudson; Mt. Carmel-and-Alton; New-Orleans-and-Nashville; N.-Y.-and-Erie; N.-Y. Cent.; Northern-Cross; North.-Ill.; Ohio-and-Mississippi; Ontonagon-and-State-Line; Peninsular-of-Michigan; Penn.-Cent.; Peoria-and-Oquawka; Pittsburgh R.R. and Coal Comp'y; Racine,-Janesville,-and-Mississippi; Racine-and-Mississippi; Rock-Isl'd-and-LaSalle; Rock-River-Valley-Union; Rockton-and-Freeport; Sangam'n-and-Morgan; Savanna-Br'ch; South-Carolina; St. Clair; St. Louis,-Alton,-and-Chicago; Stockton-and-Darlington; Union-Pac.; Wabash-and-Mississippi; Wabash,-St. Louis,-and-Pac.; Western-Union (of Ill.); West.-Union (of Wis.); Wisconsin-Superior; Delaware-and-Hudson-Canal Co.; see locomotives.
Rails, first made in America, 42.
"Railway Age," letter from James M. Bucklin to, 10 n.
Ramsay, Alexander, sketch of, 149.
Ramsey's Creek, Ill., 42.
Ramsey Station, derivation, 149.
Randel, ——, engineer of wooden-rail track railroad, 4.
Randolph Co., Ill., 25 n.
Randolph, Gardner, 146.
Randolph's Grove, 146.
Randolph Station, derivation, 146.
Ransom, Thos. Edw'd Greenfield, 27n, 46; brig.-gen. and death, 46 n, 130.
Ransom, Truman B., 27, 46 n; sketch of, 27 n; report of, 28–9.
Rantoul, Ill., 41.
Rantoul, Robert, Jr., 38, 39; sketch of, 38 n, 125–6, 125 n, 126 n.
Rantoul Station, derivation, 125.
Rawlings, Moses M., 26, 100; residence and death, 26 n.
Rawlings, F. M., representative from Alexander Co., 26 n.
Raymond, Benj. Wright, 53; mayor and death, 53 n.
Reagan, Jno. H., 59, 60n; sketch, 59n.
Real estate, value of in Ill. in 1851 and 1882, 51.
Renssalear, Van; see Van Renssalear.
Revere, Mass., disaster at, 62.
Reynolds, Gov. John, 13, 15; sketch of, 13 n; originator of first railroad in Mississippi Valley, 14; reminiscences of said road, 14–5.
Rhode Island, 115.
Richardson, William A., 64, 92 n.
Richart, James B., 135.
Richart, William, 135.
Richmond House, Chicago, 114.
Richton Station, derivation, 120.
Richton, Vt., 120.
Richview, Ill., 42.
Richview Station, derivation, 132.
Ridgely, Chas., pres. of iron-and-coal company, etc., 25 n.
Ridgely National Bank, 25 n.
Ridgely, Nicholas H., 25, 106; bank-cashier and pres., 25 n; bought first railroad in State, 105; how he paid commission on his own purchase, 106.
Ridgely, Reddick M., 106.
Ripon, Wis., 46 n.
River, Chicago, or Wild-Onion River, 109.
Riverdale Station, 119.
Robb, James, 82.
Robinson, H. L., 114; conductor on I.-C. R.R., 46 n.
Robinson, James, 145.
Robinson, Brig.-Gen. William, 46.
Rock Island, Ill., 71 n.
Rock-Island-and-LaSalle R.R., origin of C.,-R.-I.,-and-P. R'y, 51; see C.,-R.-I.,-and-P. R'y.
Rock River, Ill., 142.
Rock-River-Valley-Union Railroad,

one component of Chic.,-St. Paul,-and-Fond-du-Lac R. R., 50; see C.,-St. P.,-and-F.-du-L. R. R.
Rockton-and-Freeport R. R., charter of, 49.
Rockwell, Peter, 144.
Rogers, Grosvenor & Ketchum, built first locomotive used in Ill., 104.
Rogers, Ketchum & Grosvenor, 24.
Rome, Ga., 46 n.
Roots, B. G., 42.
Rutland Station, named after Rutland, Vt., 144.
Rutland, Vt., 99 n.

S.

Sacramento Station, derivation, 124.
Sacs and Foxes, 112, 146.
Sandford, John F. A., 37, 39.
Sandoval, 152.
Sandoval Station, derivation, 152.
Sandwich, Ont., 121 n.
San Francisco, 70 n.
Sangamo Journal, 83; disparages railroads as compared with canal, 13; supported canal and railroad scheme, 19; see *Springfield Journal*.
Sangamon-and-Morgan R. R., purchased North'n-Cross R. R.; opened in 1849; name changed to Great-Western R'y Co. of 1859, 25; reconstruction of Northern-Cross Road from Naples to Springfield; opened, 106; freight rate; subsequent changes; relocated old road, 107; see Great-West. R'y Co. of 1859; see North'n-Cross R. R.
Sangamon River, 148, 151.
Sardinia, 126.
Saturday Evening Herald, 102 n.
Savanna-Branch R. R., charter of, 49.
Savoy, House of, 126.
Savoy Station, derivation, 126.
Sawyer, John, 142.
Sawyer, John York, 91, 91 n, 92, 93, 94; letter to, 16; sketch of, 16 n.
Scales-Mound Station, derivation, 139.
Scales, Samuel, 139.
Scandinavian, 121 n.
Schoolcraft, Henry A., definition in his narrative of Chicago, 109.
Schuyler County, Ill., 101 n.
Schuyler, Robert, 37, 39, 106.
Scott County, Ill., 99 n, 101 n.
Scoville, Hiram H. & Sons, 53 n.
Scoville, William H., death, 53 n.
Secor, Charles, 125.
Se-kaw-kwaw, 113.
Semple, James, 97; succeeded by S. A. Douglas in U.-S. senate, 20 n; ex-senator, inventor of vagary of running locomotives on ordinary roads, 105.
"Senate Journal, Ill.," accredited, 71 n.
Senate, U.-S., 32, 38 n.
Severs, James, 132.
Sewage, system at Pullman, 118.
Seymour, Jas., 52 n; engineer-in-chief Galena-and-Chic.-Union R. R., 52.
Seymour, William H., 52 n.
Shakespeare, 62.
Shawanese, 123.
Shawneetown, Ill., 13n, 26n, 43, 73n.
Shea, John Gilmary, 149; accredited, 143.
Sheahan, James Washington, 32.
She-gahg, 110.
She-gaug-ga-winzhe, 110.
Shelby Co., Ill., 18; meeting of citizens of, 19; addressed by Judge Breese, 20.
Shelbyville, Ill., 30, 80, 84.
Shields, Gen. James, 33, 64, 65, 75, 90, 92 n; sketch of, 33 n; tendered public dinner, 35.
Shih-gau-ga-winzhe, 110.
Shobonier, 152.
Shobonier Station, derivation, 152.
Sibley, Solomon, 124.
Sigel, Gen. Franz, sketch of, 129.
Sigel Station, derivation, 129.
Sikag, 110.
Sinzheim, Baden, 129.
Skinner, Mark, 32, 32 n.
Smith, J. Condit, 127.
Smith, Robert, 73 n, 97.
Southern-Cross R. R., 99.
South-Lawn Station, 119.
South Parks, 114, 115.
S.-Carolina R. R., 7; charter granted; first road built expressly for locomotive power; portion of road in operation in Feb., 1829; experimental track with mule-power; plan for active operations and loan from State, 5; first sod turned; sail-power used; steam-power introduced; first locomotive constructed in U. S. built

for; completed Oct. 2, 1833, and was longest in the world; first to carry U.S. mail, 6.
Sprague, Gov. Wm. of R.I., 115.
Spring-Creek Station, derivation, 125.
Springfield, Ill., 13, 24, 25n, 45, 73n, 90, 99, 101, 104, 105, 106, 125n, 150; railroad to, 23, 31; road from Alton to; road from to Joliet, 50; first railroad in State built from to Meredosia, 99; road between and Jacksonville, 102; road completed second time to, 106; time on railroad from to Naples, 5 hours, 107.
Springfield Journal, formerly *Sangamo Journal*, 13n; speed possible on railroad, 24; see *Sangamo Journal*.
Springfield, Mass., 34, 128.
Sprouse, W. T., 131.
St. Charles Road, Ill., 53.
St. Clair Co., Ill., 11, 39n; act passed for survey of route for canal or railroad in; commissioners appointed to make survey, 9; railroad in to be finished, 15; 150.
St. Clair R.R. Co. chartered; succeeds to the Coal-Mine-Bluff R.R.; name changed to Pittsburg R.R.-and-Coal Co, 15; see Coal-Mine-Bluff R.R.
St. Clair River, Mich., 120n.
St. Gregory of Tours, 149.
St. John's Station, derivation, 134.
St. John's Well, 3.
St. Lawrence route, 55.
St. Lawrence River, 69, 95, 96.
St. Louis, Mo., 9, 11, 11n, 12, 14, 15, 31, 39n, 45n, 55, 106, 130.
St. Louis,-Alton-and-Chicago R. R., name of Chic.,-Alton,-and-St. Louis R.R. changed to; name changed to Chicago-and-Alton R. R., 50; see Chicago-and-Alton R.R.; Chicago,-Alton,-and-St. Louis R.R.
St. Louis,-Alton,-and-Terre-Haute R.R., 149.
St. Louis,-Vandalia,-and-Terre-Haute R.R., 128.
Stage-coaches, 61.
Standard, Benton, Ill., 63.
State Bank of Illinois, 25n.
State Normal University, 145.
State Register, 82, 90.
Statistics of death by accident compared to deaths by railroads, 61-2.
Stephenson Co., Ill., 140.
Stephenson, George, 4; engineer of Hetton R'y, 3; birth and death, 3n.
Stephenson, James W., 100.
Stockbridge, Mass., 52n.
Stockton-and-Darlington Line; first passenger line in England; authority to build; first rail laid; opened for traffic; length, 3.
Stone River, 102n; battle of, 108.
Storrow, S. A., definit'n of Chic., 109.
Stuart, David, 46.
Stuart, James, author of "Three Years in North America," 152.
Sturges, Jonathan, 37, 39.
Stuvé, Bernard, 20, 20n; error in his "History of Illinois," 46.
Sublette Station, derivation, 142.
Summit, Cook Co., 10n.
Sumner, Charles, 126n.
Sunderland, Eng., 3.
Swaran, Ireland, 140.

T.

Tabor, Hawk & Co., lessees of Hyde-Park House, 114.
Tamaroa Station, derivation, 134.
Tamarouas Indians, 134.
Tanner, John, 110.
Tapton Park, Eng., 3n.
Taylor, Samuel Staats, 138.
Taylor, Thomas S., 138.
Taylor, Gen. Zachary, 94n, 98, 150.
Terre Haute, Ind., 122n.
Terre-Haute-and-Alton R.R., 128.
Texas, 59, 101n.
Thevenot, Melchisedech, 144.
Thomasboro Station, derivation, 126.
Thomas, John, 126.
Thomas, Judge William, 84, 100.
Thornton, 119.
"Three Years in North America," accredited, 152.
Thurber, Francis B., 59.
Thurman, Allen B., 59.
Tilley, J. W., 133.
Times, Chicago, 102n.
Tinsley & Co., 105.
Toledo,-Wab'sh,-&-West'n R.R., 107.
Tolono Station, derivation; legend concerning, 127.
Tonica Station, derivation, 143.
Tonica Indians, 143.
Tonti Station, derivation, 131.

Tonty, Chevalier Henri de, 131.
Topping, E. H., 133.
Towiaches Indians, 149.
Tramway Horse, four miles of, built, 107.
Transylvania, Ky., 102 n.
Tremont (Tazewell Co.), 26 n.
Tremont House, Chicago, 113; death of S. A. Douglas at, 20 n.
"Tuck Chicago," 113.
Tuck Choe-ca-go, 113.
Tucker, J. F., 123.
Tucker Station, 123.
Tunica Indians, 143.
Tunica Island, 143.
Turchin, Gen. John Basil, 46, 133; sketch of, 46 n.
Turin, Italy, 126.
Turner, John Bice, 32, 53, 62; death of, 32 n.
Turnpike-Road Co.; Rushville and Beardstown, incorporated, 12.
Turnpike-Road Co.; Springfield and Alton, incorporation of, 11; commissioners appointed; power to build railroad, 12.
Tuscola Station, derivation, 128.

U.

Ullin Station, named after Ullin, 137.
Union College, 33 n.
Union County, Ill., 18.
Union Foundry and Pullman Car-Wheel Works, 117.
Union-Pacific Railroad, 36.
University, Ill. Industrial, endowment by I.-C. R.R., and by Champaign Co., 126.
Upper Mississippi, 69; railroad from Chicago to the, 81.
Urbana, Ohio, 126.
Utica, Ill., as termination of canal, 18.

V.

Vance, John W., 100.
Vandalia, Ill., 11, 18, 20, 30, 80, 83, 84, 92; action of legislature at, 19; seat of government of State, 150.
Vandalia Intelligencer, succeeded by *Ill. Intelligencer*, 150; see *Ill. Intelligencer*.
Vandalia Station, named after Vandals, 150.
Van Epps, Mrs. Eldena, 142.
Van Nortwick, John, 62, 62 n; original projector of Galena-and-Chic.-Union R.R.; extract from letter of, 53 n.
Van Renssalear, Steph., procures charter for Mohawk-and-Hudson R.R., 4; sketch of, 4 n.
Veech, William A., 124.
Vera Station, named after *vera*—true, 150.
Vermillion Co., Ill., 100.
Vermont, 27 n.
Vernon Station, derivation, 152.
Vernon, William, 152.
Vicksburg, Miss., 46.
Villa-Ridge Station, derivation, 137.
Vinton, Samuel F., 86.
Volunteers, Thirteenth Ill., 46 n.
Volunteers, Nineteenth Ill., 46 n.

W.

Wabash, 17.
Wabash R.R. Co., 25 n.
Wabash-and-Mississippi Railroad, 19; advocacy of by S. Breese, 16-9, 20.
Wabash,-St. Louis,-and-Pacific R'y, 107; comprises Gt.-West. R'y Co. of '59, 25; see Gt.-West. R'y Co. of '59.
Wadams'-Grove Station, 140.
Waddams, Seth, 140.
Waddams, William, 140.
Waite, William Smith, 16; birth and death; one of earliest advocates of railroads in Illinois, 16 n; originator of idea of I.-C. R.R., 93 n.
Walker, Lanphier &, editors *Ill. State Register*, 64; see *Ill. State Register*.
Walker Station, derivation, 148.
Walker, J. W., 148.
Wapello, chief of the Foxes, 146-7.
Wapello Station, derivation, 146.
War of the Rebellion, 27 n, 33 n, 45.
Warren, Peter, 71 n.
Warren Station, derivation, 140.
Warsaw, Ind., 99.
Washburne, Elihu Benj., 59, 70, 72.
Washington, D.C., 11 n, 27 n, 45 n, 47 n, 65, 80, 84, 86, 90, 102 n, 126.
Washington Co., Ill., 18.
Washington, George, 134, 137.
Washington Seminary, Ill., endowed by I.-C. R.R., 133.
Water-Works, Pullman, 118.
Watkin, Sir Edward, 60 n.

Watson, George, 129, 137.
Watson Station, derivation, 129.
Watson & Moore, 105.
Wear River, 3.
Webster, Daniel, 38 n, 98, 126 n.
Weed, Thurlow, passenger on first train, 4; sketch of, 4 n.
Weldon, Ill., 53.
Wells Street, Chicago, derivation, 127.
Wells, Capt. William, 127.
Wenona Station, derivation, 144.
Wenonah, quotation from Longfellow concerning, 144.
Wentworth, John, 20 n, 27 n, 34, 40, 64, 73n, 89, 97, 122n; mention, 40n; cites "Hist. of Ft. Dearborn," 52n.
Wesleyan University, 146.
Westchester Township, 120 n.
Western-Union R.R. Co. of Ill.; how formed; now part of Chic.,-Mil.,-&-St. Paul R. R., 49; see C.,-M.,-&-St.P. R.R.
Western-Union R.R. Co. of Wis.; how formed; consolidated with Western-Union R.R. Co. of Illinois, 49; see Western-Union R.R. Co. of Ill.
Wetaug Station, derivation, 137.
Wheatland, Ill., 148.
Whistler, Mrs. Jno. Harrison, formerly Esther Bailly, 122 n.
Whitesborough, N.Y., 33 n.
Whiteside (County, Ill.), 71 n.
Whiteside, John D., appointed railr'd agent, 104.
Wicker, Joel Hoxie, Hortense Bailly is wife of, 122 n.
Willard, Elijah, 100.
Willard's Hotel, 70.
Williamsburg, Va., 46 n.
Wilson County, Tenn., 131.
Wilson, Edward F., 110.
Wilson, John, 107.
Wilson's Siding, derivation, 152.
Wilson, W. B., 152.
Winneshiek, 140.
Winthrop, Robert Charles, 126.
Wisconsin, 50; granger-law rep'led, 58.
Wis.-Superior R.R. Co. of Wis., consolidated with Chic.,-St. Paul,-and-Fond-du-Lac R.R. Co.; see Chic.,-St. Paul,-and-Fond-du-Lac R.R.
Wolf Point (Chicago), 10 n.
Wollaston, disaster at, 62.
Wood, Rev. Josiah, 135.
Woodbridge, William, 66, 67, 77, 78.
Woodford County, Ky., 144.
Woodford Station, derivation, 144.
Woodrome, James, 133.
Woosung Station, named after Woosung in China, 141.
Worcester, Mass., 52 n.
Wright, Joel, 100.
Wright, John S., 35; death of, 35 n.
Wylam, Eng., birthplace of George Stephenson, 3 n.
Wyman, John B., 46; birth and death of, 46 n.

Y.

Yates, Gov. Richard, 45, 99 n; member of congress, governor, senator, and death, 45 n.
Young, Richard M., 64.

Z.

Zhe-gaug, 110.

FERGUS PRINTING CO., CHICAGO.

FERGUS' HISTORICAL SERIES

RELATING TO

CHICAGO AND ILLINOIS.

1.—**Annals of Chicago.** A Lecture by Joseph N. Balestier, Esq., $ 25
2.—**Chicago Directory for 1839.** Sketch of City. By Robert Fergus, 50
3.—**The Last of the Illinois; Origin of the Prairies.** J. D. Caton, 25
4.—**Slavery in Illinois.** By Hon. William H. Brown of Chicago, 25
5.—**Early Settlers of Chicago, Sketches.** Part I. By W. H. Bushnell, 25
6.—**Early Settlers of Chicago, Sketches.** Part II. 25
7, 8.—**Early Chicago.** Two Lectures by John Wentworth, LL.D., each, 35
9.—**Future of Chicago,** by Henry Brown; **Its Rise and Progress,** by James A. Marshall; **Chicago in 1836,** by Harriet Martineau, 25
10.—**Addresses Read before Chicago Historical Society,** 25
11.—**Early Medical Chicago.** By James Nevins Hyde, A.M., M.D., 50
12.—**Illinois in the 18th Century. Kaskaskia and its Parish Records; Old Fort Chartres; Col. John Todd's Record Book.** Read before the Chicago Hist. Soc. By Edw. G. Mason, Esq., 50
13.—**Recollections of Early Illinois.** By Hon. Joseph Gillespie, 50
14.—**The Earliest Religious History of Chicago; Early History of Illinois; Early Society in Southern Illinois; Reminiscences of the Illinois-Bar Forty Years Ago; First Murder Trial in Iroquois Co. for the First Murder in Cook Co.** 50
15.—**Lincoln,** by Hon. I. N. Arnold; **Douglas,** by Hon. Jas. W. Sheahan, 25
16.—**Early Chicago—Fort Dearborn.** By John Wentworth, LL.D., 75
17.—**William B. Ogden; and Early Days.** By Hon. I. N. Arnold, 40
18.—**Chicago River-and-Harbor Convention, July, 1847.** Compiled, 1.00
19.—**Reminiscences of Early Chicago.** By Charles Cleaver, Esq., 25
20.—**A Winter in the West.** By C. Fenno Hoffman, Esq. Portrait, 50
21.—**John Dean Caton,** LL.D., ex-Chief-Justice of Ill., Sketch of, 25
22.—**Early Chicago and the Illinois Bar,** by Hon. I. N. Arnold; **Early Bench and Bar of Central Illinois,** by Hon. Jas. C. Conkling of Springfield, Ill.; **The Lawyer as a Pioneer,** by Hon. Thomas Hoyne. Part I. 108 p.; 8vo., 75 Royal 8vo. (Bar-Ass. Ed.), 1.00
23—**Early Illinois Railroads.** By Wm. K. Ackerman, etc. 1.00
24.—**Hon. John Wentworth's Congressional Reminiscences.** 75
25.—**Chicago Business Directory for 1846.** By J. W. Norris. 50
26.—**Aborigines of the Ohio Valley.** By Wm. H. Harrison, Pres't U. S. Notes by Edw. Everett. **Speeches** delivered at Ft. Wayne, Sept. 4, '11, by Indian chiefs; also, **Manners and Customs of N.-W. Indians,** from MSS. supposed to be written by Capt. Wm. Wells. 50
27.—**The Indians of Illinois and Indiana.** By H. W. Beckwith, 50

Reception to the Settlers of Chicago—prior to 1840, by the Calumet Club, May 27, 1879. Compiled by Hon. John Wentworth, 50

My Own Times. By John Reynolds, late Gov. of Illinois, etc. Portrait. 7.50

Pioneer History of Illinois, from its Discovery in 1673 to the year 1818. By John Reynolds, late Governor of Illinois, etc. Portraits. *In Press.*

Martyrdom of (E. P.) **Lovejoy;** the Life, Trials, etc. By Henry Tanner. 2.00

English Settlement in Edwards Co., Ill. By Geo. Flower. Portraits. 5.00

Sketch of Enoch Long, an Illinois Pioneer. Portrait. 2.00

The Edwards Papers. Portraits of Gov. N. Edwards and Daniel P. Cook, and 20 fac-simile (lithographed) letters. Edited by Hon. E. B. Washburne. Cloth, 8vo., 634 pp. 1884. 6.00

Any of the above books sent by mail to any part of the U. S., postpaid, on receipt of price by the publishers.

Nov. 20th, 1884. **Fergus Printing Co., Chicago.**

rice $1.

Fergus Historical Series

Number Twenty-three

Early Illinois Railroads

BY

WM. K. ACKERMAN.

☞ For Catalogue, See Inside and Last Pages of Cover.

(REYNOLDS') MY OWN TIMES.

[A History of Illinois;] Embracing also The History of My Life. By JOHN REYNOLDS, late Gov. of Ill., etc. Portrait. Reprint of original edition of 1855, with complete Index added. Cloth boards; Gilt-top; Side and bottom uncut; Antique Paper; Pp. 426; 8vo. 1879. Edition of 112 copies. Price, $7.50.

(REYNOLDS') PIONEER HISTORY OF ILLINOIS.

Containing the Discovery in 1673 and the History of the Country to the year 1818, when the State Government was organized. By JOHN REYNOLDS, late Governor of Illinois, Member of Congress, State Senator, and Representative, etc., Belleville, Ill., 1852. Reprinted from the original edition, to which have been added Notes and a complete Index. Portraits. Pages 45[illegible]; 8vo. Cloth Boards: uncut; Toned Paper. (In Press)

THE MARTYRDOM OF LOVEJOY.

An account of the Life, Trials, and Perils of Rev. Elijah P. Lovejoy, killed by a Pro-Slavery Mob, at Alton, Ill., on the night of Nov. 7, 1837. By HENRY TANNER, of Buffalo, N.Y., an Eye-Witness. Cloth boards; Gilt-top; Side and bottom uncut; Illustrated; Pp. 233; 8vo. 1881. Price, $2.

(Vol. I.) HISTORY OF THE ENGLISH SETTLEMENT

In Edwards County, Illinois: Founded by Morris Birkbeck (portrait) and George Flower (portrait), in 1817 and 1818. By GEORGE FLOWER. With Preface and Foot-Notes by Hon. E. B. WASHBURNE. Complete Subject and Personal Indexes. Cloth Boards; uncut. Pages 408; 8vo. 1882. Price, $5.00

(Vol. II.) SKETCH OF ENOCH LONG.

An Illinois Pioneer (with portrait). By HARVEY REID. Cloth boards; uncut. Pages 112; 8vo. 1884. Price, $2.00

(Vol. III.) THE EDWARDS PAPERS.

Being a Portion of the Coll. of the MSS. of Ninian Edwards, C.-J. of Ct. of Appeals of Ky.; first and only gov. of Ill. T'y; one of the first two U. S. senators and third gov. of Ill. Presented to the Chic. Hist. Soc., Oct. 16th, 1883, by his son, N. W. EDWARDS, ex-Att'y-Gen. of Ill. Edited by Hon. E. B. WASHBURNE. With Steel Portraits of Gov. Edwards and Dan'l P. Cook; and 20 fac-simile (lithograph) letters. Complete Index. Cloth boards; uncut. Pages 631; 8vo. 1884. Price, $6.00

THE DEARBORNS (portraits).

A Discourse commemorative of the Eightieth Anniversary of the Occupation of Fort Dearborn, and the First Settlement at Chicago. Read before the Chicago Historical Society, Tuesday, Dec. 18, 1883. By DANIEL GOODWIN, Jr. With Remarks of Hons. JOHN WENTWORTH, J. YOUNG SCAMMON, E. B. WASHBURNE, and I. N. ARNOLD. Pp. 56; 8vo. 1884. Paper, 50 cts; Cloth, 75 cts.

The Towne-Family Memorial. Compiled from the New-England Historical and Genealogical Register, Towne Manuscripts, Public and Family Records; for A. N. Towne, San Francisco, Cal. By EDWIN HUBBARD. Pp. 124; 8vo. 1880. Paper, $2.00

The Powers Family: A Gen. and Hist. Record of Walter Power and some of his Descendants to the Ninth Generation. Compiled by AMOS H. POWERS. Pp. 200; 8vo. 1884. Cloth, $3.00

The Goodrich-Family Memorial. (Part Two.) Containing the American History and Four Generations of the Descendants of William and Sarah (Marvin) Goodrich of Wethersfield, Conn. Compiled by EDWIN HUBBARD. Pp. 102; 8vo. 1884. Paper, $2.00

Annals of Fort Mackinac: Its Legends, Early History, and Events, with a list of French, British, and American Military and Civil Officers, Priests, and Marriages, etc., etc. By Lieut. D. H. KELTON, U.-S. Army. Illustrated. Pages 102; 8vo. 1882. Price, 50 cents.

The Gentle Shepherd. A Pastoral Comedy. By ALLAN RAMSAY. With a short Sketch of the Author, and a Glossary of Scottish Words. Pages 96; 24mo. 1883. Paper, 25 cts. Cloth, 30 cts.

Sent by mail, post-paid, on receipt of price.

LAST WORDS IN THE PULPIT.

Geo. C. Miln's Famous Sermons on I. THE CHURCH—ITS PAST; II. THE CHURCH—ITS PRESENT; III. THE CHURCH—ITS FUTURE; IV. A Sermon on THE MASTERY OF LOVE: and V. His FAREWELL TO THE PULPIT. Also, a fine Carbon Portrait of Mr. Miln. These Sermons while scholarly in composition are pleasing and graphic in style, sustaining the reader's attention from first to last. Lovers of truth should read them for the purpose of learning the position of the School to which Mr. Miln belongs; and as these Sermons resulted in his *exclusion from the Pulpit* of a Unitarian church (Unity Church, Chicago), they may be regarded as a kind of theological landmark. Pages 88; 8vo. 1882.
Paper, 50 cents. Cloth, 75 cents.

The Strength and Weakness of the Church. An Address by GEO. C. MILN. Delivered at a Liberal Convention at Watkin's Glen, N.Y., August 27, 1882. 8vo. Paper. Price, 35 cents.

Candles and Footlights: Or the Church and the Theatre as Friendly Forces. A lecture delivered by GEO. C. MILN, Sept. 23d, 1883, at Hooley's Theatre, Chicago. 8vo. Paper. 35 cts.

Reception to the Settlers of Chicago, prior to 1840, by the CALUMET CLUB, May 27, 1879. Containing Club Members' Names; Origin of Reception; Record of Old Settlers invited; Reception; Speeches of Rev. Stephen R. Beggs, Gen Henry Strong, Ex.-Chief-Justice John Dean Caton, Judge Henry W. Blodgett, Judge James Grant, Hon. John Wentworth, Judge Grant Goodrich, Hon. J. Young Scammon, and Hon. Wm. Bross; Tables showing places of birth, year of arrival, and age of those who attended and signed Register; Appendix with letters from John Watkins, Norman K. Towner, Rev. Flavel Bascom, Maj.-Gen. David Hunter, Judge Ebenezer Peck, Rev. Jeremiah Porter, and the names from whom brief letters of regret were received; Extracts from *Chicago Tribune* and *Evening Journal;* and Register of Old Settlers; with name, date of arrival, birthplace, age, and present address. Compiled by Hon. JOHN WENTWORTH. Pp. 90; 8vo. 1879. Price, 50 cents.

FERGUS' HISTORICAL SERIES—Continued from last page:

18.

Chicago River-and-Harbor Convention; July 5, 6, and 7, 1847. An Account of its Origin and Proceedings, by WM. MOSLEY HALL (portrait), JOHN WENTWORTH, SAM'L LISLE SMITH, HORACE GREELEY, THURLOW WEED; and a List of Delegates; together with Statistics concerning Chicago, by JESSE B. THOMAS and JAMES L. BARTON. Compiled by ROBERT FERGUS. Pp. 208; 8vo. 1882. Price, $1.

19.

Reminiscences of Early Chicago (1833). By CHARLES CLEAVER. Pp. 52; 8vo. 1882. 25 cts.

20.

A Winter in the West. By CHAS. FENNO HOFFMAN (portrait). London, 1835. Reprint, with Additional Notes. Pp. 56; 8vo. 1882. Price, 50c.

21.

John Dean Caton, LL.D., ex-Chief-Justice of Illinois, Biographical Sketch of. Portrait. By ROBERT FERGUS Pp. 48; 8vo. 1882. Price 25c.

22.

Recollections of Early Chicago and the Illinois Bar. By Hon. ISAAC N. ARNOLD. Read Tuesday Evening, June 10, 1880.

Recollections of the Bench and Bar of Central Illinois. By Hon. JAMES C. CONKLING, of Springfield. Read Jan. 12, 1881.

The Lawyer as a Pioneer. By Hon. THOMAS HOYNE (portrait). Read at Fairbank Hall, Thursday Evening, Feb. 10, 1881. Pp 108; 8vo. 1882. 75c.
Bar-Association Edition, Royal 8vo., $1.

23.

Early Illinois Railroads: A Paper, read before the Chic Hist. Soc'y, Tuesday evening, Feb. 20, 1883. By WM. K. ACKERMAN, president of the Ill.-Cent. R.R. Notes by Hon. JOHN WENTWORTH. Also an Appendix with the Breese-Douglas Correspondence on the Inception and Origin of the Ill.-Cent. R.R., and the Origin of Names of Stations on the Ill.-Cent. R.R. Pp. 174; 8vo. 1884. $1.

24.

Hon. John Wentworth's Congressional Reminiscences. Sketches of John Quincy Adams, Thomas H. Benton, John C. Calhoun, Henry Clay, and Daniel Webster. An Address read before the Chicago Historical Society, at Central Music-Hall, Thursday Eve., March 16, 1882. With an Appendix and a complete Index. Pp. 101; 8vo. 1882. 75 cts.

25.

Chicago Business Directory and Statistics for 1846. By J. W. NORRIS. Revised and corrected by ROBERT FERGUS. Reprint. Pp. 72; 8vo. 1884. Price, 50 cents.

26.

Aborigines of the Ohio Valley; A Discourse prepared in 1838 at the request of the Historical Society of Ohio. By WILLIAM HENRY HARRISON, Maj.-Gen. U.-S. Army, President of the United States, etc. With Notes by EDWARD EVERETT, and an Appendix. Also,

Speeches delivered in General Council at Ft. Wayne, Sept. 4, 1811, by Chiefs of the Miamie Indians, in answer to Gen. Harrison, Governor of Indiana Territory, etc.; also, something about the **History, Manners, and Customs of the Northwestern Indians,** from MSS., supposed to be in the handwriting of Capt. William Wells. With Introduction and Notes by H. W. BECKWITH. Pp. 96; 8vo. 1884.
Price, 50 cents.

27.

The Illinois and Indiana Indians. By H. W. BECKWITH of Danville. Pp. 96, 8vo. 1884. 50c.

Sent by mail, post-paid, on receipt of price.